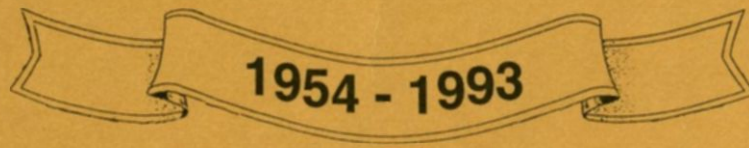


Celebrating 40 Years



with

Lake Region Pioneer Threshermen's Association

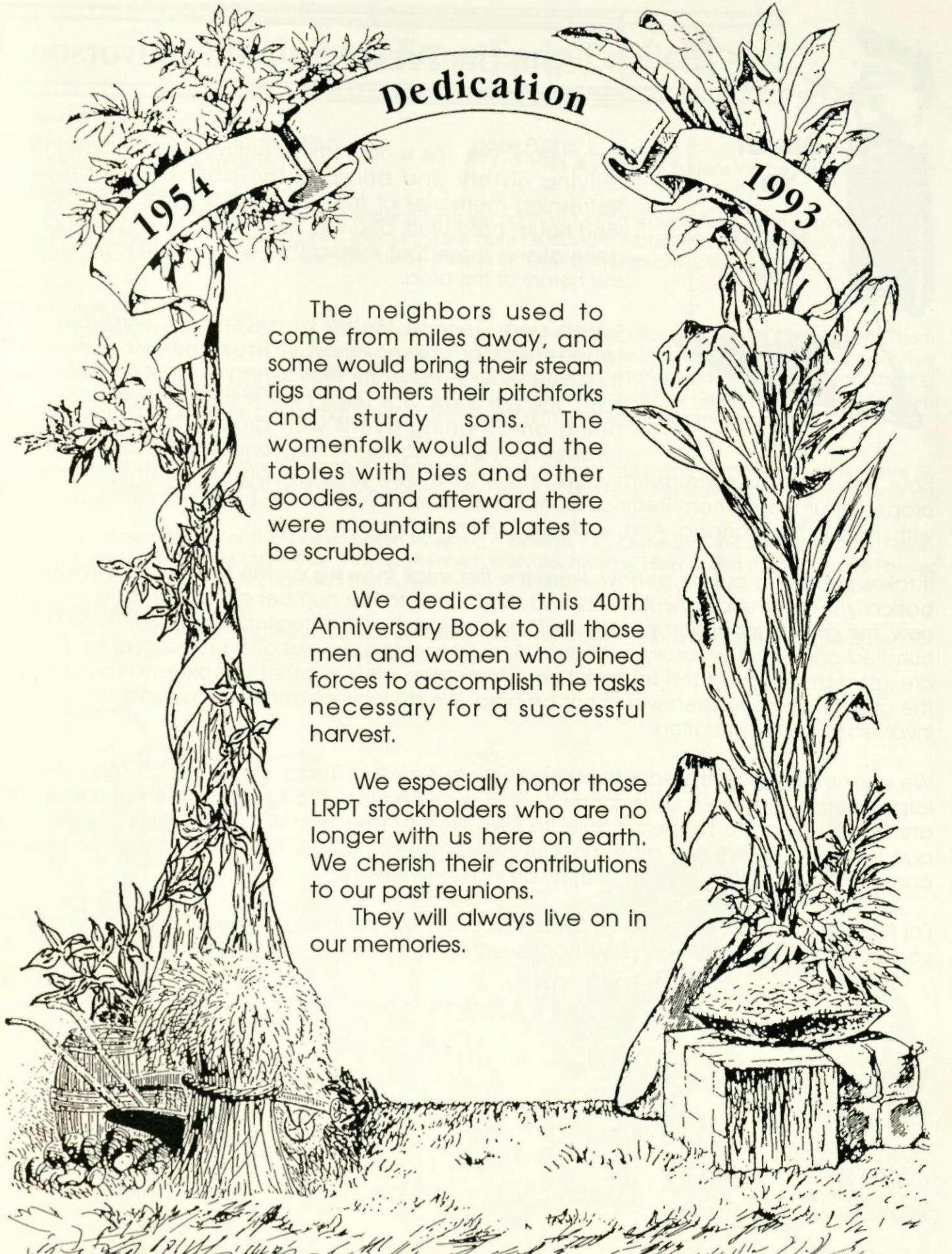


"The Past In Action"

Dalton, Minnesota

"Home of the Giants"

15th Edition



Dedication

1954

1993

The neighbors used to come from miles away, and some would bring their steam rigs and others their pitchforks and sturdy sons. The womenfolk would load the tables with pies and other goodies, and afterward there were mountains of plates to be scrubbed.

We dedicate this 40th Anniversary Book to all those men and women who joined forces to accomplish the tasks necessary for a successful harvest.

We especially honor those LRPT stockholders who are no longer with us here on earth. We cherish their contributions to our past reunions.

They will always live on in our memories.



From the President John Halvorson

Forty years, yes, this is our fortieth anniversary. Forty years of reliving history and bringing the past to the present. Refreshing memories of the "Good Old Days," the days of long hours, hard work and fun. And bringing to the younger generations, those that missed the "Good Old Days," a bit of the history of this area.

Ralph and George Melby and Kenneth Bratvold, the founders of our association started planning a steam threshing show in the early 1950's. And in 1954, on George's farm, the first show was held. I know they had visions of this being an on-going event with growth and community involvement, but I wonder if they envisioned what we have

now. We are now permanently located on our own property on the SE side of Dalton, property purchased from Beatrice Skrove and Rose Walvatne. We have numerous buildings with more in the planning. And, we have community involvement.

It takes people to put on a show. From the first small showing on the Melby farm which was basically a family show, two uncles and a nephew, to the number of stockholders we have now, the growth is phenomenal. Our official mailings have increased to approximately three hundred and fifty. The family is still here. Sons, daughters, in-laws and grandchildren, but we are just a small part of the total picture. Without the influx of other people and their talents, the growth we have seen would not be here. We still look for and invite people to become involved in our organization.

We are not the largest steam threshing show in America. Thank goodness for that. We are large enough to have a wide range of displays to show a good cross section of history. We are small enough to be personable, to take time to stop and visit, to try and answer your questions and to give you a personal invite back to see us. We are small enough so people can come and take in the whole show during the weekend.

For forty years we have been in the business and we have had the pleasure of presenting to you, our guests, a bit of history. We hope we can continue this or many more years.

Highlights From Early Publicity

4th Annual Show (1957) Poster

2 Big Days on the Hon. Ole Sageng Farm
17 Stacks of Grain to be Threshed

Horse Pulling

Horse Show Contests

No Admission - Buttons Will be Sold on Grounds

Daily Journal (8/8/57)

Yesterday they stacked grain at the Ole Sageng farm just north of Dalton where nine steam engines and two large separators will thresh next month. Stackers were Hans Gullickson, Albert Peterson and Henry Spitsberg. Last year steam threshing on the George Melby farm in St. Olaf Township attracted spectators from seven states.

Daily Journal (9/17/58)

Many engines of several makes and sizes will be fired up and performing continuously as "Steam Buffs" from several states converge on this MN community to bring back to life these invincible iron monsters of another age that heralded man's introduction to the age of power. Displaying remarkable durability by literally defying the decay of age, these snorting, clanking, cantankerous engines will actually be tested to prove that they are still capable of producing the power that brought assembly line methods to the farms of America.

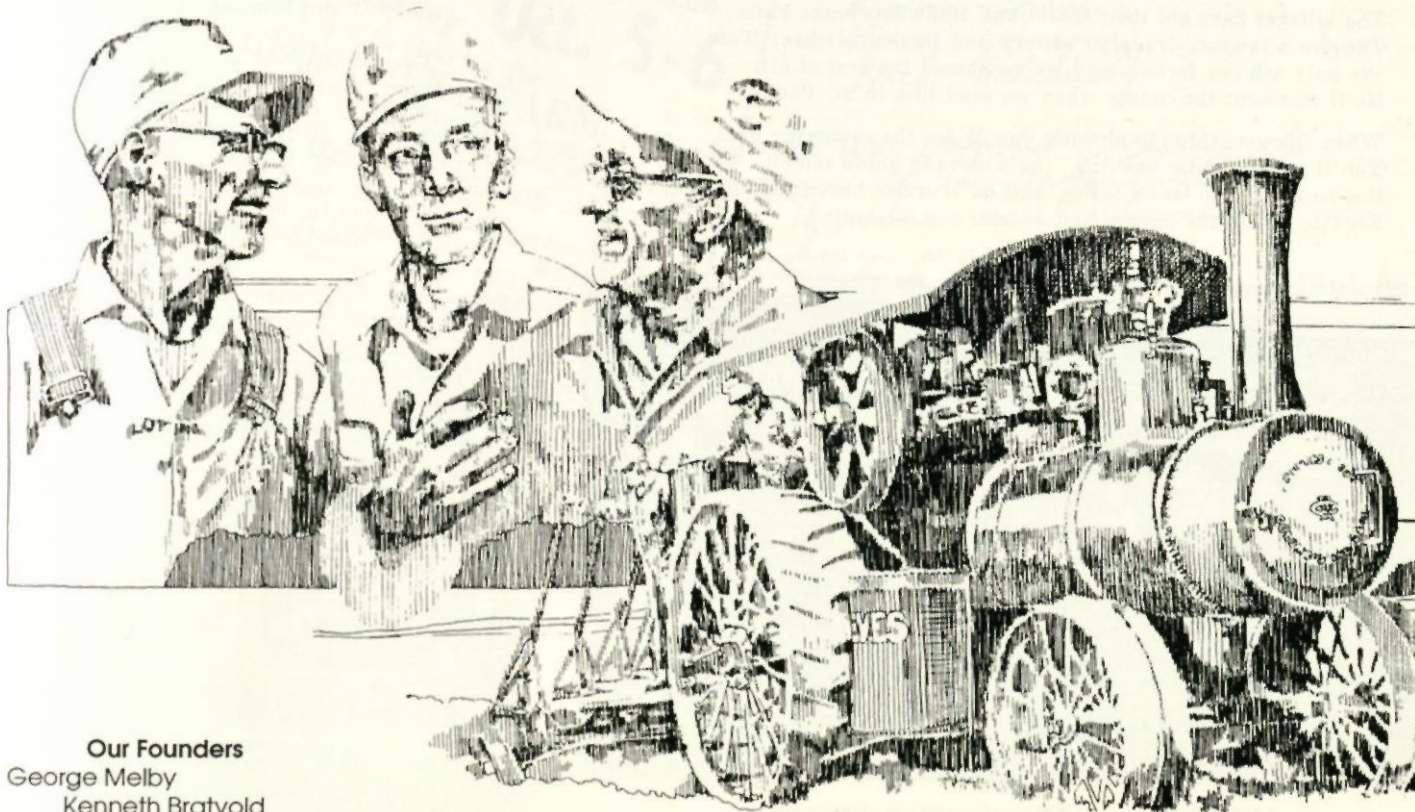
Daily Journal (9/20/58)

Emil Krogh is checking over the valves on this steam engine . . . Among those who came early was Burnette G. Pletan, Canistota, SD, who flew up in his own plane. Mr. Pletan, a native of the Dalton community, is now an artist of note.

Above are shown eleven of the twelve steam threshing machines . . . Owners of the above rigs are, Ralph Melby, who owns three; George Melby, two rigs, Kenneth Bratvold, two rigs, Hjelmer Grant, one, Charlie Pierce, Scranton, ND, one, Nels Fossen, one and Carl A. Reichert of Carlos, one.

7th Annual Show (1960) Poster

Corn Show on Grounds - Bring Your Entries - 50 Mile Radius - 10 Cobs - One Entry/Farm Extra attraction for Sunday - Horse Show - Featuring Hill & Valley Riders Club, Inc.



Our Founders

George Melby
Kenneth Bratvold
Ralph Melby

Chas Kohler 1932

The Sageng Saga

Some of the early LRPT Shows were held on the Ole Sageng farm north of Dalton. Mr. Sageng was an early Minnesota State Senator and after reviewing his campaign literature you'll understand he was a hard working, dedicated man. Ole's daughter, Mathilda, donated the family log home to the Association in 1978 and it has been preserved in honor of the Brandvold and Sageng families.

WHEN OLE GETS THROUGH PLOWING

When Ole gets through plowing, he'll take his family mare,
He never rides on passes, when going anywhere;
He'll go from church to schoolhouse, he'll go from place to place,
He'll talk direct on issues, and he's strictly in the race.

For Ole thinks and studies, as well as holds the plow,
He knows what happened in the past, and what's transpiring now,
He's just the man for senator; he's ready in debate,
He spends his leisure with his books; he's strictly up to date.

A candid public speaker, don't forget this at the polls,
For Ole talks in public, while Hille buttonholes.
His friends will ne'er desert him; he's won their just regard,
He's homely as they make 'em, but he always grades i Hard.

They'll crack the lash of "party," but one great fact remains,
That Hille has the money, while Ole has the brains,
Machine trust representative, he's lost for us his charm,
For Hille farms the farmers, while Ole farms the farm.

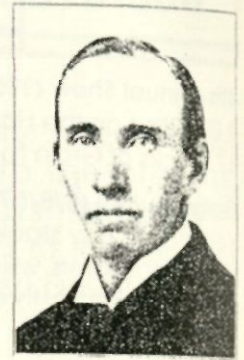
The villages have got their share, and likewise Fergus Falls;
They've a lawyer, druggist, editor, and Banker Michael Walz;
We only ask one farmer, and we've named the best of all,
He'll represent the county when we send him to St. Paul.

When Ole gets through plowing you'll see the campaign hum:
You'll see one Hille hustling, (he's already going some),
But he'll have to travel faster, and he'll waste his cash and pains,
For Ole's with the people, and he also has the brains.



Mathilda Sageng (Ole's daughter) shown with the 1/3 scale Sageng Threshing Machine.

OLE O. SAGENG
OF TUMULI TWP.



FOR STATE SENATOR

WHAT OLE STANDS FOR

A reduction of freight and passenger rates to a level that will return a reasonable profit and no more on the actual value of the railroads.

Corporations to be compelled to assume their just share of the tax burdens.

No free passes for public officials.

Greater care in handling the public school fund.

The adoption of a county option law.

A state implement plant.

To permit judges of probate to give advice and prepare papers.

To extend the primary law to state officials, and change date of primaries.

In general, against graft and for better government.



A Look Back

Lake Region Pioneer Threshermen's Ass'n, Inc.

DALTON, MINNESOTA

SHOW

SEPTEMBER 22 - 23 - 24, 1961

Threshing

Steam Plowing

Lumber Sawing
GLEN RISBRUDT, PRES.
DALTON, MINNESOTA

RUSS MATCHINSKY, SEC.
FERGUS FALLS, MINN.

The Lake Region Pioneer Threshermen's Ass'n was started in 1954 for the sole purpose of bringing a bygone era to the present generation. This is a nonprofit organization. No compensation is paid to members for services or for equipment shown. All money received at the show goes into developing the organization.

3rd Annual Reunion WEST CENTRAL STEAM THRESHERS' CLUB Friday-Sat., Oct. 5-6 GEO. MELBY FARM

Will Be Held On The
3 1/2 miles Northwest of Ashby, Minnesota, or 20 miles South-
east of Fergus Falls, or 35 miles Northwest of Alexandria
on Highway 52.

— NO ADMISSION CHARGE —
Watch for Signs! - - - Look for Smoke!

- Several Large Steam Engines
- Several Miniature Engines
- 1 Old Hand Feed Separator
- Antique Cars
- Old Tractors
- 2 Large Separators
- Portable Saw Mill
- Some Old Settlers Implements
- LUMBER SAWING
- STEAM ENGINE PLOWING WITH 10 BOTTOM PLOW

— Buttons Will Be Sold on The Grounds —
LUNCH ON THE GROUNDS

1961 Annual Report

Cash Balance 12/1/60	\$7.85
Assets	\$7,063.40
Total Receipts	\$1,434.87
Disbursements	\$683.21

Mar. 25th 1959 6th yr

The West Central Steam Threshers Club held a organization meeting the evening of Mar. 25th at the St. Olaf Truwp. Hall. A temporary Board of Directors was elected. Nels Fosson ~~was~~ President. Ken Bratwood Sec.

Ralph Melby
Geo. Melby
Alvin Young
Glen Risbrudt
Hjalmer Grant
Henry Johnson
Russ Matchinsky

Directors

It was decided to change the name of the organization. 16 names were suggested, the one chosen was:
Lake Region Pioneer Threshermen's Ass'n Inc.

A Motion was made & 2nd that Membership Dues be \$1.00 per year. A motion made & 2nd that the Board meet at Henry Nykleman's Office at 1:30 P.M. Mar. 28 for the purpose of incorporating the organization.

Motion Made & 2nd to adjourn meeting

Following Lunch, Glen Risbrudt showed a few films

Ken Bratwood
Sec.

In Memory ~ Lavern Simdorn, The Man For The Show

I knew Lavern for over thirty years, as a friend for over twenty years and as a close friend for most of those twenty years. He was always involved in at least three projects at the same time and he always had time for all of them, never doing anything part way or leaving it unfinished. He knew what had to be done and most often the best way to get it done, and was not afraid of hard manual labor. He often did the hard jobs himself because it had to be done.



I worked with Lavern on Church activities, Scouting activities, Auction Sales and of course Lake Region Pioneer Threshermen's activities. When Lavern worked on something he tried to do it the best of what ever he was working on. Lavern donated thousands of hours and thousands of dollars doing volunteer work, in an effort to make his community the best in the country. Lavern never complained about working, furnishing materials, or using his own vehicles to transport equipment and materials. He liked to get things done because there was always another project that might need his help. Lavern seldom turned any project down, and if he did it most likely did not benefit anybody.

Lavern always talked about something he felt would help the Dalton show. He always had the LRPTA show on his mind. He drove many miles looking at things someone thought could be used at Dalton. He knew a lot about many different job activities and if he did not know he soon found out from someone that had the knowledge. He knew how to manage people, what jobs had to be done, and who could do it. He had a lot of common sense.

Many people came to Lavern with ideas that would benefit the show but did not like or want to present it themselves. They knew Lavern could get people to listen and get their support to get it done. This is not to say that Lavern was behind every project on the LRPTA grounds or that he designed or suggested them, but he knew what was going on and liked to be involved in all the projects he could.

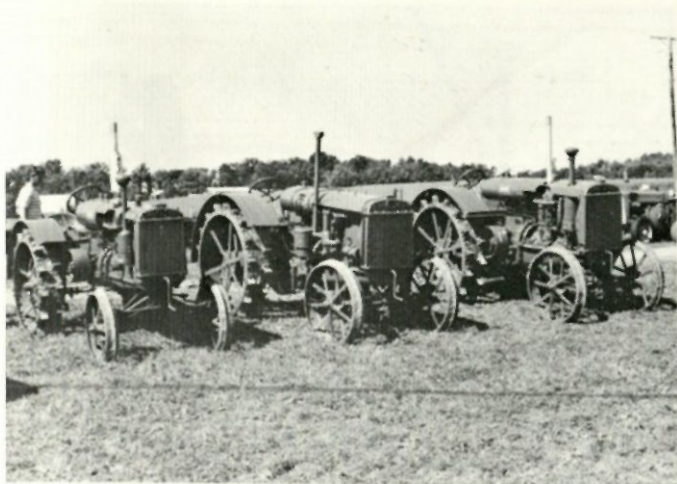
In all the years and times I was with Lavern working on anything, he never took advantage of anyone and was always totally trustworthy. He did not demean people when they did something wrong, but would try to show them a better way to do it.

Lavern had a great affection for Minneapolis-Moline and acquired a small collection. He was instrumental in landing the Summer Convention of the Minneapolis-Moline Collectors Club at our 1993 show. He had great plans for this show and the rest of us will try to carry out his plans.

Lavern worked hard for the show and his shoes will never be filled by anyone else. His involvement was "all around". He did not have to boast, his work did that for him. He had many friends and few enemies as a man without enemies does nothing.

Lavern was my friend but he was your friend too, I just knew him better and I thank God for that blessing.

LeRoy (Anderson)



Three Twin City Tractors.



1955 GB LP Gas Tractor Serial #08900839
Owner Wes Robertson of Buffalo, MN.



Simdorn's Avery with M-M Drill.



G-4 1951 Bob DeVine.



1951 RTU, owner Mark DeVine.



1953 ZAE Factory Wide Front Serial #00901076
Owner Wes Robertson of Buffalo, MN.



40 UTU.



Corn Sheller Model D, owner Bob DeVine.



1947 RT Serial #420132U
Owner Wes Robertson of Buffalo, MN.



Lavern Simdorn on his R with M-M Wire Tie Baler.



MTA Twin City U Standard Z Standard
Jerry



Mickelson's RTU with Cab.



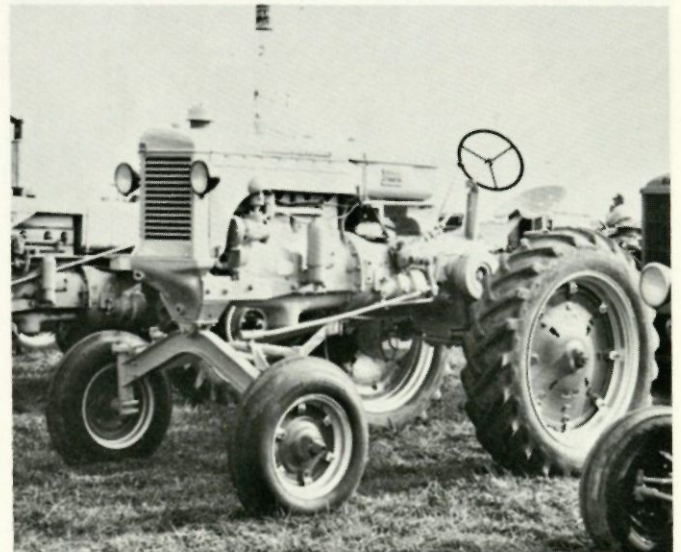
Simdorn's U Standard with M-M Twine Tie Baler.



1952 Z Restored by James Wuertz. Jim has the original owner's manual and certificate of purchase (10/27/52).



Mickelson's Z Standard.



UTC Cane Tractor.



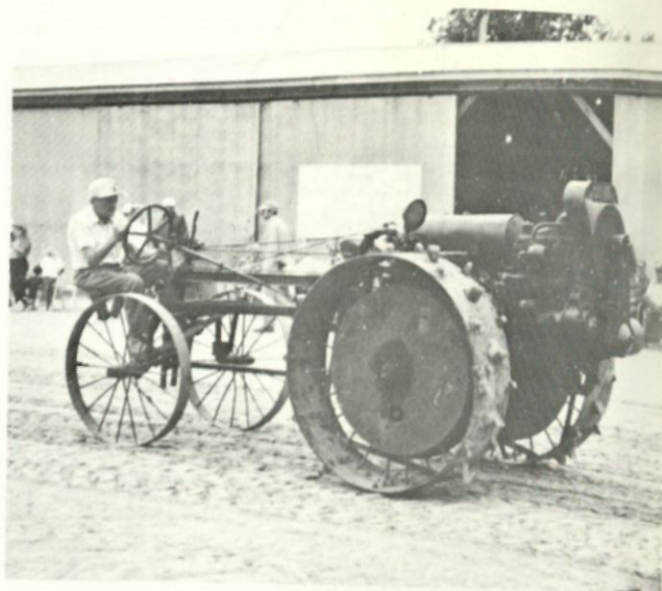
1942 RTU, owner Bob DeVine.



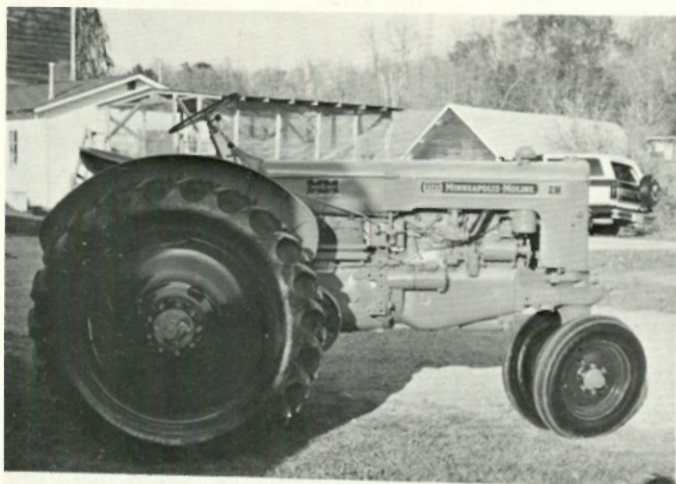
1953 UTU with LPTO and Disk Brakes, one of the last 75 built. Also a propane gas model. Serial #01113375. Owner West Robertson of Buffalo, MN.



Simdorn's 1939 R before restoration. Ralph Risbrudt on tractor and Charles Nelson on binder.



Moline Universal, owners Persey Brothers.



1953 ZBU Serial #06200082.
Owner Wes Robertson of Buffalo, MN.



4 Star Super in the Paul Wuertz family since 1958. Primary tractor used for most of the farm work until 1968. Restored by Paul's son, Thomas, in 1990.



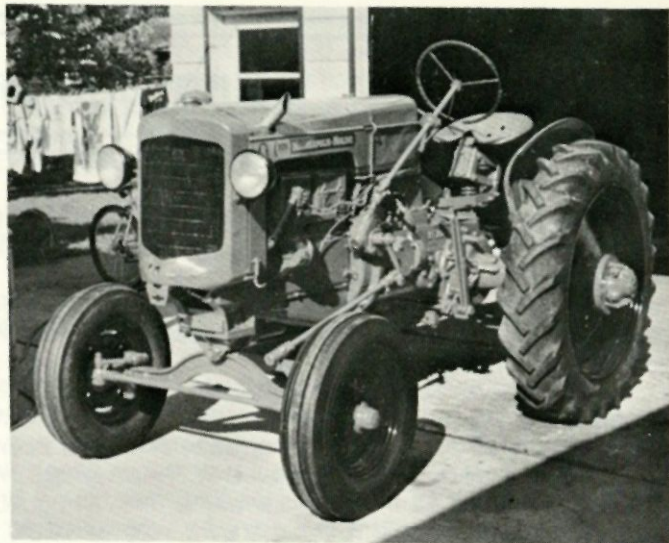
UOPN. Owner Dennis Packer.



1949 ZA, Owner David Heath.



1956 445 Utility Serial #10201345.
Owner Wes Robertson of Buffalo, MN.



RTS Standard. Owner Dennis Derkey.



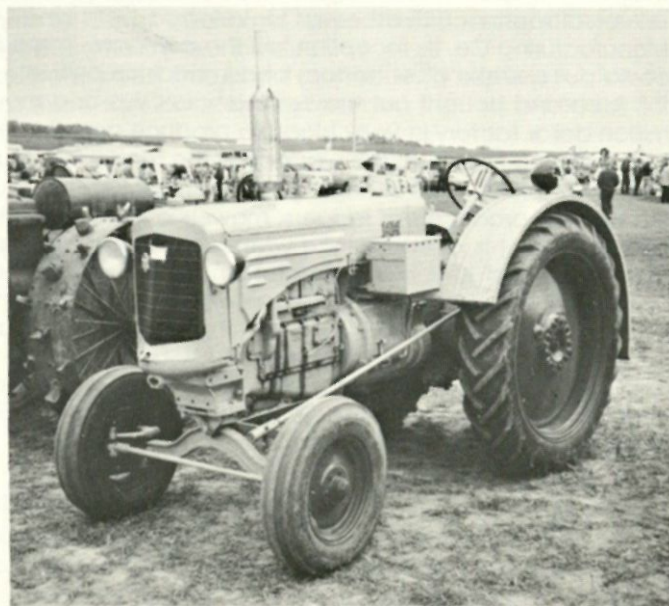
Z Standard. Owner Jerry Stelzel.



BF Avery purchased by Paul Wuerzt in 1954. It was used
on the farm for cutting and hauling hay and grain.
Restored in 1991 by Thomas Wuerzt.



1946 ZTE and 1947 ZTU. Owner Bob DeVine.



Simdorn's ZTS Standard.

Minneapolis Moline History

A history of Minneapolis-Moline Power Implement Company Compiled by Delores Shima from
a 1951 MM Sales Manual

MM is an integral part of the history of this country. Its "Modern Machinery" helped mold its agriculture. By multiplying the effectiveness of man's efforts through machines, it did its part in bringing to this country the living standard and the wealth it enjoys today.

In 1865, the seed that blossomed into the Minneapolis-Moline Power Implement Co. started growth in a modest shape of the Moline Plow Co. A partnership of prominent Moline men was formed consisting of H. W. Candee, R. K. Swan and Andrew Friberg known by the firm name of Candee, Swan and Co. who engaged in the manufacture of plows and cultivators. These men purchased the site on which was located the wood shop of Hemenway and Barnard. The transaction included the wood-working machinery and a water wheel flume, both being quite necessary to the manufacture of plows in those days, for wood was an essential material and water power was used exclusively. An adjacent site giving access to the river was also purchased at that time.

Andrew Friberg, a most experienced plowmaker and a practical mechanic with years of experience, was an important member of the firm. He designed and patented many features on Moline plows, at that time discovering a hardening process for steel used in the plow bottoms, an invention which added a great deal to the industry.

During the first year of business, George Stephens, a man well-recognized for his wood-working ability and twenty-five years experience, joined the firm.

The firm prospered immediately. The prairies of the west were being broken as the pioneers moved westward with their one important tool strapped to the back of the ox wagon - the plow. The Moline plow was well-known for its quality and was in great demand. In 1868 they issued their first illustrated catalog: twenty pages describing walking plows and cultivators, the entire product.

About that time S. W. Wheelock and Capt. J. W. Good became members of the partnership. The business was incorporated in 1870 as the Moline Plow Co. for \$400,000. Stocks were issued and R. K. Swan was elected the first president. He was succeeded by S. W. Wheelock who served in that capacity until his death in 1892.

Phenomenal progress was made after the incorporation. By 1878, approximately 300 men were employed. Each member of the organization was a specialist in his line and many exceptional implements were developed. Among the best was the New Western cultivator originated and sold in the '70's. It was said to be the first straddle-row walking cultivator.

In 1884 August Lindgren, Moline Plow Co. designer, is credited with perfecting the first successful three-wheel sulky. It was named the Moline Flying Dutchman line. About 1885, the Flying Dutchman trademark was adopted and used to identify the product of the Moline Plow Co. It reigned supreme for many years on a pedestal over the factory building and in many implement dealers' stores.

In 1892, under the regime of George Stephens, the business developed at a remarkable pace as Moline plows became well established in foreign countries as well as at home and a wide line of farm implements was manufactured.

George Stephens died in 1902 and was succeeded as president by his son George Arthur Stephens. In December 1915 Moline Plow sponsored the general purpose tractor and made it universally available to agriculture. What was called the universal motor cultivator was developed by a small company in Columbus, Ohio known as the Universal Tractor Manufacturing Co. Its reception led the company immediately to build a larger model, called the Universal Tractor which could pull a single plow bottom and in addition cultivate by straddling a crop row. Moline Plow Co. saw a great future in this idea and bought out the company in Ohio and moved the equipment to the Tri-Cities and shortly thereafter built a million dollar factory in Rock Island to produce an enlarged and improved Moline Universal, one that would pull two plows and cultivate two rows. This was called the model "D". During this same period the Moline officials concluded that the 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 horse draft lacked certain elements of endurance when yanked behind an unfeeling tractor engine. Moline moved fast and designed the Hyatt-equipped 10-ft. Moline tractor binder, the FIRST one engineered to "take it" behind mechanical power.

In 1918 Frank Gates Allen became president and in 1919 the John N. Willys interests obtained control. It then became known as the New Moline Plow Co. with George N. Peek as president.

During the industrial depression, R. W. Leo, who had been manager of the Stephens Motor Car subsidiary and later active in the Moline Plow at Moline, became president of the Moline Implement Co. and General Johnson was named chairman of the board- George Peek retiring from the company. The Moline Implement Company became part of the Minneapolis-Moline Power Implement Company in 1929.

Minneapolis Steel and Machinery Co. Twin City

In 1902 the Minneapolis Steel and Machinery Company was organized by J.L. Record of Barnett and Record Co., elevator builders, Otis Briggs of Twin City Iron Works and Joseph P. Garbett, Ralph P. Gillette and A.C. Cobb. Mr. Record was the first president, Otis Briggs vice-president, E.A. Merrill, formerly of Twin City Iron Works was treasurer and R.P. Gillette was secretary. The company was formed to do just what it's name signified, to fabricate structural steel and manufacture

machinery. The company took over the plant and organization of the Twin City Machinery Works. For ten years previous, this company had been manufacturing the Corliss Steam Engine, transmission machinery and special machinery of various kinds. Each engine was a special job, individually engineered and designed, no mass production or merchandising.

The structural steel business carried on for many years. The company fabricated and erected steel work for a great many of the largest and most important steel mining structure, power plant, bridges, water tanks, grain elevators and beet sugar plants west of the Mississippi. It also built a number of steel structures shipped over seas to Hawaii, China, Mexico and Peru.

In addition to the Corliss Engine, the machinery plant being located in the center of the most important flour milling and lumbering section, did a great deal of work for the flour mills, and saw mills. Things like transmission machinery, rope drivers, shafting, castings, etc.

About 1907 or 1908, Mr. Record and Mr. Garbett went to Germany and brought back the rights to build a gas engine, the Munzel operated on gas made from charcoal or anthracite. A number of these engines were built and installed in elevators in the Northwest and were in operation for many years.

In 1908, W.J. McVicker, engineer, bought the plans for the Joy Wilson tractor, two of these were made. These had four cylinder engines, 10"x 10". Tractors were chain driven, wheels 30" face and about 9' in diameter, travelled about 2 miles per hour and pulled twelve to sixteen plows. One of the engineers, J.C. Junkin later designed the Twin City "40".

In 1910 Minneapolis Steel and Machinery built an experimental tractor, the "40". During the Winter of 1910 and 11 it was improved on and the first ten Twin City "40's" were sold in the Spring of 1911. This Twin City "40" made an early reputation pulling a giant plow in Texas breaking up mesquite roots. The "40" had a 7 1/4"x 9" four cylinder engine, and power steering. The "40" 'did the work', besides road work and farming it was the foundation units for many stationery engines for cotton gins and other industrial uses.

Also about 1911 the Bull Tractor Co. was formed and manufactured a small tractor to pull two plows and first sold for \$300.00 to \$500.00. The Minneapolis Steel and Machinery Co. manufactured all the Bull tractors, and many thousands were sold in a three to four year period.

In 1912 another prominent company also decided to get in the tractor game and designed a two-cylinder 30 h.p. tractor. The MS & MC built 500 of these.

The Company yielded to the demand for slightly smaller tractor when in 1912 it produced the T.C. 25. It was originally built with a four cylinder horizontal motor set cross-wise on the frame. In 1914 - 1915 a vertical cross mount was built. These were all flat head motors 6"x 8". The "40", however, had a 4 cylinder, vertical motor set lengthwise, ahead of a unit transmission and this construction proved to be so satisfactory that in 1915 the T.C. 25 was redesigned and equipped with a two speed transmission 4 cylinder vertical motor arranged similar to the "40". Besides the 6"x 8", a type A 6 1/4"x 8" was also built.

Also at this time there was a demand for a bigger tractor so "The Most Powerful Tractor in the World" the "60" was built in 1914. This tractor was identical to the "40" only it had six cylinders.

Since the company now had three large tractors it seemed the proper time to add a smaller one to compete properly with the other manufacturer. Therefore the "15" was offered to the trade in 1915 and conformed to the general appearance and arrangement of the larger sizes. In 1916 it was decided to redesign this tractor, using a slightly larger motor and a transmission and running gear made of the very best materials, designed to conform with the very best and most improved ideas, and mounted throughout with unit friction roller and ballbearings. Extreme care was used in the design so as to have all moving parts, gears, bearings, etc., completely enclosed and made dirt proof and oil tight. This tractor was one of the first to appear with a completely enclosed final drive and the internal gear type running in grease, and now known as the Twin City "16-30."

These were the "Heavy Weights", vertical motor, the vaporizing manifold, the unit construction of the transmissions, the massive girder type of frame and of course made of excellent material by excellent workmanship.

During World War I the company produced thousands of shells for Great Britain and when the U.S. entered the war, ship's winches became a major U.S. product.

After the war it was decided that farm machinery was the company's best field and it proceeded to develop a line of heavy farm machinery. It's line included several sizes of tractors, three sizes of threshers and had the first experimental combine out in 1929 when the company was consolidated.

1918— 16-30 1 year

1919-1936—20 - 35

1919-1926— 12 - 20

Sometime in the 20's a 2 1/2 ton and a 3 1/2 ton truck was built using the 12 - 20 motor

1926-1935 only a few after 1930 17 - 28

1926-1935 27 - 44 likewise only a few after 1930

1926-1938 21 - 32 this is also the FT until mid 1934, then the FTA

1929- Minneapolis Moline was added to the Twin City name

1930- KT 79 built in 1929

1934 mid-year KTA

1930 - LT - 10 made and sent to Argentina

1930-1934 MT first ones also call the Universal M or MT

1934-1938 MTA

1934-1937 JTU

1936-1937 JTS and JTO

The Twin City name was dropped.

In the movement to increase the efficiency of power farming machinery the Minneapolis Threshing Machine Co. took a

conspicuous part- four sizes of oil tractors, two sizes of steam engines, seven sizes of Separators and two sizes of cylinder Corn Shellers, with the assurance that dependability, efficiency and long life, was built into each and every machine.

The genesis of the MTM Co. is traced back to the McDonald Mfg. Co. of Fond du Lac, Wis. The company at Minneapolis was incorporated April 19, 1887 with John S. McDonald as president. F.E. Kenaston succeeded to the presidency in 1899 and continued until 1921 when N.A. Wiff was elected president and continued until 1929. When the company was consolidated with the Minneapolis Steel and Machinery Co. and the Moline Implement Co.

In 1902 the MTM Co. in Hopkins, Minn., a suburb of Minneapolis, covered forty acres and employed eight hundred people. In 1901 it had established records in all lines of employment. Demand for improved labor saving devices was never so strong and never so exacting in point of merit. MTM Co. offered the best and most modern lines of threshing machinery ever placed on the market. They had wood, coal and straw burning traction engines, ranging from 10-30 h.p., stationary engines from 15-55 h.p., MTM Co. Separators, 40 sizes and attachments. They also had corn shellers, self-feeders and stackers and Minneapolis Dingee (Woodbury) 10-14 h.p.

'Being Built on Merit, the Great Minneapolis Line 'sells readily', 'earns the most money', 'satisfies everybody' therefore it pays to buy 'The Great Minneapolis Line'.

The Separators were named after the states from Georgia 28X42 steam to Pennsylvania 44X72 steam. Self Feeders and stackers were named after countries 'America 28' to 'Asia' for the automatic stacker. The Dingee came in three sizes, the Clam, Oyster and the Lobster. The Minneapolis Weighers had fancy names like the Compeachy, Coronado, Castilia, Banica, and Behring.

The manufacturing chronology of the MTM Co.:

1887- Grain Threshers, called Victory Models, and sweep powers.

1889- Steam Engines (return flue bailer)

1893- World's Columbian Exposition in Chicago. Minneapolis traction engine and Victory separator won the only medal awarded for a complete threshing outfit.

1900- First commercially successful cylinder corn shellers.

1902- Steam engines (direct flue bailer Cab with the fringe on the top.)

1910- 25-50 h.p. 4-cylinder tractor.

1911- 20 h.p. 2-cylinder tractor Modern Farm Horse called the Minneapolis Universal; 'The machine that will keep the boy on the farm.' 'Guaranteed not to balk and eats only when at work.' Experimental stage 1909-1910. 500 were sold in 1911.

One man with twenty five gallons of gas could plow 18 acres in 10 hours and you could even run nights by putting on another man. Plowing with horses at man's labor at \$2.00 a day and horse feed at \$1.00 per acre made 10 acres over \$12.00 an acre. With a universal with man's labor at \$3.00 for one day and gas at .15 a gal. made the cost .45 cents an acre. The universal weighed 11,000 lbs. and could turn in a 15 foot circle.

1912 - 12-25 h.p. 4-cylinder tractor, it was rerated and called a 15-30 in 1920.

1915- 40-80 h.p. 4 cylinder tractor, has the pull that brings desired results. It weighed 21,000 lbs., was 13 ft. 2 in. high, 17 ft. 2 in. long, and 9 ft. wide. Had a road speed of 23 m.p.h. in high gear.

1916- 15 h.p. 4-cylinder kerosine or gas tractor. Don't buy too small to meet all your requirements, too cheap to be good, and durable or too freaky in construction to be practical and serviceable.

Around this time the 20-40 was introduced; it was along the same general lines as the big 40, but weighed 12,000 lbs., 13 ft. 11 in. long, 9 ft. 21 in. high and 8 ft. wide. It was later rerated and called the 22-44.

1917- the big 40 was rerated and came out as the 35-70.

1918-17-30 h.p. 4 cylinder tractor; Exhausts tell a story to ears attuned. It was considered a pleasure to thresh with that engine in the belt. It had the sweetest sounding exhaust of any tractor engine at that time, and many think so yet today.

There were two types of the 17-30 A and B. A was built to meet the demand for a tractor capable of furnishing more power than the average run of farm tractors without getting increased weight. The B was simply a larger edition of the A; the only difference being in the size of the motor and length of the wheel base. The A having 4 3/4 in. bore by 7 in. stroke, wheel base of 6 ft. 8 in. and approximately 6,000 pounds. The B having a 4 and seven-eighths bore by 7 in. stroke, wheel base 7 ft. 8 in., 6,700 pounds.

When MTM Co. joined to form the Minneapolis Moline Power Implement Co. it was producing four tractors, eight threshers, three combines and two cornshellers. The tractors were the 17-30 A and B, the 27-42, and the 39-57. The 27-42 was tested at Nebraska May 28 to June 11, 1929. The 39-57 was tested June 5 to June 14, 1929. It was rated at 1000 rpm with a five and a half X six and a half Stearns engine. Advertized speeds were low 3 mph, high 3.90 mph, and a reverse of 2.49 mph. These tractors were still listed in the 1932 yearbook but were gone by 1935. Frick Co. of Waynesboro, Pa., was the east coast distributor for MTM Co.

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 economy of operation, and performance.

Minneapolis Steel and Machinery Co.

In 1925 the company that was to merge with the Moline Plow Co. tried to develop a gas powered railroad vehicle otherwise known as a Doodlebug. This effort was their only known venture in the railroad carbuilding market.

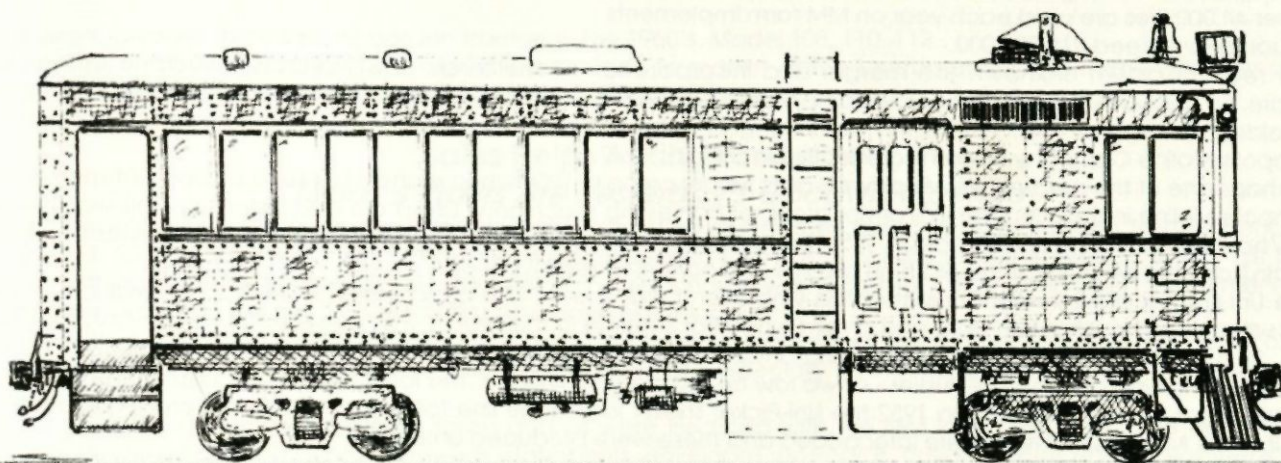
The unit was intended to appeal to the railroads who were struggling to make economical use of their branch lines. The small amounts of freight and passenger traffic were causing service cutbacks on many lines. This was a lightweight unit capable of carrying the light loads without high labor, maintenance and fuel costs of full size locos and trains.

The prototype was a two car assembly with the power car being 53 feet long, and weighing 32.5 tons without its 36 potential passengers. The trailing unit was one foot shorter and five tons lighter with room for 58 passengers. The motor was a 175 H.P. gas motor that was mechanically connected to all eight wheels. The cars were equipped with roller bearings and had auto type brakes that provided smooth stopping.

Timing may have been the reason for the design not reaching the production stage. In 1925 there were many companies offering this type of unit and one of them; Electro Motive Corp.; later became part of the largest diesel locomotive manufacturing company in the US, the Electro-Motive division of General Motors. This competition in the field may have been the deciding factor but the fact is the Minneapolis Steel and Machinery Co. never went beyond the design stage in railcar development.

This footnote on Minneapolis Moline history was found in the book Interurbans Without Wires written by Edmund Keilty and published by the Interurban Press Co. of Glendale California.

The Dalton Decauville is preparing to develop a narrow gauge version of a car similar to the design used by Minneapolis. We intend to build a hydraulic drive gas powered passenger unit as well as a freight switcher for use in our operations.



History of Minneapolis-Moline Power Impl. Co.

In 1929, a consolidation of three companies, the Moline Implement Co., the Minneapolis Threshing Machine Co., and the Minneapolis Steel and Machinery Co., created the great Minneapolis-Moline Power Implement Company. None of these companies had a complete line of tractors and implements. So the new company was formed in recognition of the need for a complete line in order to interest dealers and make possible a broad distribution of greater production. The outstanding products of each predecessor was the basic items of the new line. Besides the advantages of a new line the merger brought together a personnel of trained men with years of experience: Engineers, both in design and construction; Production men with "Know How" of quantity production; the special arts of blacksmithing, heat-treating and the forming of metal to do properly the difficult jobs; men who knew how to solve the field problems; and as is easily attested to now, at least in the early years of the company, the tremendous leadership and outstanding job done in sales and promotion. The company was a definite leader in advertising and promotional items. Competitions were far behind in this area.

As was mentioned in the last article, from 1929-1937 the tractors produced were under the Minn.-Moline Twin City name. We'll start when the Twin City name was dropped and stick mainly to the tractors, but would like to mention some of the implements introduced. In 1928 the original successful Wheatland disc plow with 26" discs was introduced followed in 1930 by the Quick On-Quick Off tractor tools with square tool bar hitch. In 1932 came pneumatic tires, 1935 - MM sold first tractor with high compression heads using regular or high octane gas, for greater economy and more power and then in 1936 "the Huskor."

The tractors will be listed by series. ZT Series: 37 ZTU and 3 ZTI's were built in 1936, but it was officially introduced in 1937. Every superlative in the book was used to describe this tractor. Sensational, New, Different, Visionlined, Economical, Neat, Compact, Transmission sealed against dust and dirt and 140 fewer motor parts. "Serviced from a Milk Stool." And it was all of these plus. The first ZTN was built in 1940. The ZTE was built only in 1947 and 48 and only 712 of them. This series was replaced in 1949-53 by the ZA series. This model had a bigger engine and better gear ratios than the ZT. It also had new styling and a live hydraulic system.

The YT was a rare little tractor. Only 25 were made in 1937-38. These were a small 2 cylinder experimental model. They were half of a ZT engine with a single front wheel and four speed forward transmission, but very little of the tractor was interchangeable with other models. It did not go into full production. Repudily there are five left. My source has seen different variations of these.

The A Series were built from 1938 thru 1957 with many variations. The first, and to many collectors the most desirable was the UDLX or comforttractor. The company thought they were answering the demands of farmers for greater comfort in tractors. The tractor with all the comforts of a car, cab, fan, radio, heater, starter, lights, with dimmer switch, cigar lighter, ash tray, sunvisor, dome light, spot light, windshield wipers, clock, foot feed, up to 40 mph road speed, etc. etc. It proved to be too far ahead of its time and only 150 were made. The farmers were not ready for that much comfort. But the Pioneers of Progress marched on and produced many models of the U. It proved to be a very popular and versatile tractor. Some models were UTU, UTS, UTI, UTIL, UTM, UTE, UTC, (cane model) UOU with the last being UTS special. The first LP gas tractor was

introduced in 1941. Hopefully, later articles will go into more detail on some of these.

The R Series introduced in 1939 and built through 1954 "A model to fit every Purpose." RTU, RTI, RTN, (a single front wheel model) and an adjustable front end model RTE. In the early years some were factory equipped with the "Visionland" comfort cab.

GT Series - GT, GTS, and GTI built 1938-41. These were replaced by a newer model with a different engine the GTA which was built 1942-47. Then from 1947 to 1954 the GTB was introduced. This had a 4 speed transmission, live hydraulic and there was also a GTC, being a LP gas model.

Some interesting points about MM in 1940:

1. The MM uses 28,000 tons of steel yearly.
2. MM uses 20,000 gallons of paint annually.
3. MM has 50 branches and over 1,500 dealers in this country.
4. More than 2,500 different products bear the famous MM trademark.
5. MM employs an average of 3,000 workers and has an annual payroll of \$5,000,000
- Over 44,000 tires are used each year on MM farm implements.
7. Annual sales exceed \$15,000,000.

For reasons as yet unknown the merger and incorporation of the three predecessors was done in the state of Delaware. So the Minneapolis Moline Power Implement Co. was a Delaware Corporation based in Minnesota. At a special Stockholders meeting on Feb. 1, 1949 this was changed to be a Minnesota Corporation and the name was shortened to Minneapolis-Moline Company becoming effective in Feb. 21, 1949.

Perhaps one of the greatest developments of its history came in 1950 when alone of all farm equipment manufacturers, Minneapolis Moline introduced the UniFarmor group of harvesting machinery. Literature and history say this was introduced in 1950, however, serial numbers begin in 1951. This unique Uni-farmor system of self-propelled farm machines was invented by Martin Ronning, who later received high awards and honors for this invention.

The Uni-Farmor drew tremendous attention wherever it was shown. The basic unit, the Uni-Tractor, was a three wheel Tractor with two drive wheels in front and a third wheel for steering in the rear. It was powered by a V-4, MV206.4 cylinder engine, 38 h.p. belt power drives the harvesting attachments. The first two attachments were the 8 ft. cut for, grain, seed and bean combining and the Uni-Husker - a two row corn picker and husker. The idea was to pick corn in the morning and combine beans, in the afternoon. In 1952 the Uni-Picker sheller joined the line followed by the Uni Forager and the Silage Blower in 1953. More implements were later added and these were produced until 1962.

March 1, 1951 saw the Avery Co. join the Minneapolis-Moline Company. The origins of Benjamin Franklin Avery's Company went back to 1825 in Clarksville, Virginia, where for twenty years it prospered making plows and other farm tools. It's success prompted it to seek larger quarters in Louisville, Kentucky. The company was making two tractors when Minneapolis Moline came into the picture. The V" a one plow tractor, started production in 1946 and Minn-Moline continued this model through 1952. The second tractor was the "A", which was replaced at the time of the merger by the BF. It was a beefed up version of the A with more H.P. and a 4 speed transmission This was a two plow tractor. In 1953 the models were changed, reflecting the different types of front ends - the BFW BFD and the BFS. There was also a high clearance model, the BFH. The other tractor built in Kentucky from 1953-55 was the BG. It did not, however, carry the Avery name. This was one row, two plow version of the BF, having the same motor, transmission, rear-end etc.

The middle fifties was the beginning of much upheaval in the company structure. It would never again be like the "glorious" years of the "30's" and "40's".

UB-1952-55 - Successor of the famous model U series. They featured more power, foot clutch, high platform, 12 volt ignition, pressure cooling, etc. There was a UBU, UBE and UBN according to front ends. However, the standard version continued as the UTS.

1951-1953 GTC, first in the G series with factory equipped LP gas It had a 4'1/4" x 6" b & s with a four cylinder engine.

1953 the Minn. -Moline Co. entered the diesel tractor field. There was a U and a GTB with factory diesel The GTBD was a 4'1/4" x 5" b & s, six cylinder engine. This was built in 1953 and 1954. The UB diesel was introduced in late 1953 with first serial numbers in 1954.

ZB 1953-1955 successor of the ZA featured new high platform, foot clutch, double disc brakes, and 12 v ignition.

GB - 1955 - 1959 billed as "the most powerful tractor on wheels," 5 plow with power to spare. So much that more than once it took a fence to stop it.

UB Special 1955-1957 - It featured power steering and interchangeable front wheel assemblies.

445-1956-1959 Brand new from radiator to drawbar, new body design, power steering, independent power take off, three point hitch, amplifore drive providing 10 forward and 2 reverse speeds s, 3 5/8" x 5" b & s - four cylinder engine.

In Oct. 1959, Minneapolis - Moline Co. purchased the Hymac Corporation. It was an electronics corporation in California. It made instrumentations and electronic test equipment. In Jan. 1960 the company purchased the John Marrell Co. Because of this diversification the name was changed in Feb. 1961, to Mo Tec Industries Corporation of Minn.

335 1956-1961 same basic features as the 445 with smaller (3 5/8" x 4" b & s) 4-cyl. engine.

5-Star 1957-1960? basically the same as 445 only bigger (4" x 5" b&s).

1958 - Minneapolis-Moline first entry into the crawler tractor field with the 2 Star Crawler, followed in 1960-61 with the Motiac Crawler.

MM's only strictly industrial series was the Big Mo series, "400"- 1961-1964, "500" 1960- 1966, "600", 1960.

1959 - 1963 - 4 Star successor to the 445.

1959- 1962 - Jet Star.

1963 - Jet Star 2, followed by the Jet Star 3 in 1964 and 65. Replaced with the Jet Star 3 Super 1965-1970. A Jet Star Industrial was built 1966 & 1967, and a Jet Star Orchard 1965-1967.

M5 1960-1963, replaced the 5 Star, had a larger (4 5/8" x 5" b&s). It was a well built and dependable tractor, and in

some opinions one of the best MM's made.

M-504 - 1962 - 4 Wheel drive version of the M5.

In Jan. 1963, White Motor Corporation of Cleveland, Ohio purchased the properties of what had been The Minneapolis-Moline Co. (White also owned the Oliver Corporation of Chicago Cockshutt Farm Equipment of Canada). These were unified under the White Farm Equipment banner. However, these tractors were marketed under their individual names until 1974.

GVI - 1959-1962 - Six cylinder 4 1/4" X 5" engine, G-704 1962 - 4 wheel drive version of GVI, M-602 1963-1964; M-604 1963-1964 - 4-wheel drive version of M-602, G-705 1962-1965, G-706 1962-1965, G-707 1965, G-708 1965, U-302 1964-1965, U-302 super 1966-1970, M-670 1964-1965, M-670 super 1966-1970, G-1000 1965-1968, G-1000 Wheatland 1966-1969, G-1000 Vista 1967-1969, G-900 1967-1969, G-950 1969-1972, G-1050 1969-1972, G-1350 1969-1972, G-1350 Wheatland only in 1969, G-955 1973-1974, G-1355 1973-1974, A3T-1400 Diesel 1969-1970 MM first articulated 4 wheel drive. A4T-1600 1970-1972.

G-350 & G-450 approx. 1970-1971 not much known about these two models, foreign made.

G-550, G-750, G-850, G-940 approx. 1970-71 - These were Oliver built tractors with the Minneapolis-Moline name on them.

MM also marketed three sizes of garden tractors in the 1960's, Model 108, 110, 112.

So it came about in 1974 that the Corporation decided to market all the tractors under one name White. And so the Minneapolis - Moline name was dropped, but not forgotten.

Sales Helps Asking For Business

"Today's Profits Are Yesterday's Goodwill Ripened"

When dealing with people it's the little things that count so much. They like to do business with friendly people who want and ask for their business. And people like to receive gifts. MM was a definite leader in leaving a little gift behind, usually something useful so the product name and the dealer's name was in constant sight. Then when the farmer needed machinery he would go see the friendly dealer who gave him things.

Anyway that is the way it was supposed to work, and it really did. But now there is an extra bonus—the MM collectors. They are eager to latch onto any of these goodies. And they are especially nice because they take up so much less room than the tractors.

These items came in many different forms and all were inscribed with the MM logo and usually the dealer's name. There were the usual business aids, letterheads, statements, envelopes, postcards, business cards and display items such as catalog and literature racks. These came in many sizes. There was one sold in 1940 which contained a clock which was priced at \$5.95. These made attractive self-help displays. Over the years there were several kinds of clocks used by dealers. There were round ones, rectangular ones, and an 18" by 18" octagon one. They were effective, long lasting, low cost, advertising, and very desirable today.

Signs are also much sought after. There were wood, metal, lighted, neon, indoor fluorescent and plastilux signs. Also there were many kinds of decals, banners and pennants to add a gay note to fairs, demonstration meetings and show rooms.

It has been said that one of the greatest skills a dealer or salesman can acquire is that of legitimate bribery. Giving of small gifts came into this category. MM pens and pencils were the most popular of these items. It worked for the dealer everyday. There were the bullet pencils in Prairie Gold with a three color trademark and space for the dealer's name. The regular wooden pencils were gold with red lettering and the three color trademark on the eraser end. There was an attractive Redi-pen and pencil combination. The case was black and Prairie Gold plastic with a gold-finished cap. The MM trademark was in red and black.

The MM Redipoint pencil had a yellow barrel and a red cap and tip with an eraser under the cap. The MM Trademark was in red and black. There was also a high quality Rite-point mechanical pencil. It had a yellow plastic barrel, red top and gold-plated clip, band and tip. Then in the early fifty's the hot new item was the ball point pen. It came with the plastic Prairie Gold barrel with red and black trademark. The cap was gold colored metal with a red plastic tip. There were slight variations of these in different years.

For the men there were many items. Gloves in light cotton, heavy duty cotton and leather. Hats of all sorts; wool staple, corduroy, straw helmets, straw El Ranchos, sunshield caps and a straw hat with red feather for the ladies. Of course these were all Prairie Gold trimmed in red with MM emblems on them. Then there were useful things like Zippo lighters, ashtrays, screwdrivers and key cases of which there was an especially nice one with the comfort tractor stamped on the leather. Others had ice scrapers and one had a penlight flashlight.

Several pocketknives, one in particular, put out before the war had a trick way to open it. An employee of MM was captured in Germany. He had one of the knives with him. The Germans took it from him but could not figure out how to open it. When he returned to Minnesota the Company replaced the knife with one of the few left.

There were many kinds of memo books, pads, pocket secretaries and leather billfolds. Yardsticks were popular and there were a couple of kinds of thermometers. One was rectangular and one was made of plastic and seven inches round in diameter.

Match books were low cost eye-catchers. They were colorful and featured different tractors. Jumbo ice scrapers were always handy. There were at least two kinds of tape measures; a square gold one and an oval red smaller one on a key chain.

To the best of my research there were five watch fobs. One, the MM logo in that shape, came in three metals of bronze, silver and aluminum. One was round with a scalloped edge and the MM logo on it in bronze. The other was round with smooth edges and also in bronze. On the last two the logo was deep etched to give an offset effect.

Cards were popular, especially during the war, they were promoted as relaxation. "Relax and forget the war." Of course it helped to keep the MM name in circulation at the same time. One card was Prairie Gold with the MM logo on the

top and bottom with room for dealer's name in the middle of every card. There were at least two decks with the Gaucho pictures on them. The two others I've seen are the Prairie Gold background with a front view of the "R" with Minnie Moline in black and Prairie Gold with the logo on the bottom and on the side a red and gold stripe with a shaft of wheat. The other was a late war or post-war card in Prairie Gold with a red, white, and blue "V", two blue flags, and a picture of the "Award of Merit-Maritime Commission" for helping to build ships for Victory, even the logo was red, white and blue.

It was always wise to have the "little Mrs." on your side. So there were many little useful gifts for her: Potholders, clothespins, clothespin bags, thimbles, very popular little sewing kits, clothes brushes, broom holders, fly swatters, cup and saucers, sugar bowls, salt and pepper shakers, spoons, salad forks and glass tumblers. The glass tumblers were 9.5 oz. with a design on each glass in three colors which were blue, red, and Prairie Gold. They showed a MM tractor pulling a Harvester. Wonder if any of these have survived....

Friendliness to youngsters gets results. And what better way to keep the Company and dealer's name before the farmer than underfoot. Little, inexpensive toys such as the spinner tops ("Tops for Quality"), baseballs, balloons and Krickets were popular giveaways. The now coveted MM dealer doll was a giveaway and an excellent addition to window displays. It was a male doll dressed in a MM uniform with hat and emblems. It originally sold for \$2.75 per doll!

And then there were the tractors. In 1946 a wood visionlined tractor, 12" long and 6" high and 6" wide was marketed for \$1.00 each. In February of 1948 the rubber 8" by 5.5" "R" came out and thousands of these were given away. They sold for \$9.60 a dozen!

In the early fifties, for display or play, a cast aluminum, rubber-tired, sturdy-built MM UB was produced. It had a steering wheel that really worked and was actually modeled from the blueprints of the great MM UB. They sold for \$1.75 each. Nice to keep some on hand to include with the sale of a real UB. Then of course to go with the tractor was the disc, spreader, and plow. Available also was a toy Harvester 69. It was cast aluminum with rubber wheels and the reel really turned, driven by a rubber band. These were \$17.00 a dozen.

Then there was the Tot tractors. The dealers were encouraged to keep one on hand for the children to play with while Mom and Dad talked. These were steel constructed, 28" high - 21" wide and 40" long. They had a two to one gear ratio for easy pedaling even on rough ground. These sold for \$15.95 each. And what is a tractor without implements, available was a front mounted loader, snow plow or bulldozer, a dump cart and a grader.

Also making an appearance now is some jewelry of later years which were not giveaway items, but probably given as awards to dealers, company men, etc. There were tractor replicas in tie clasps, cuff links, earrings, and logos in silver and black in the tie clasps and cuff links. There was also a scatter pin with the Harvester corn picker, and tractor attached to logo. And I've heard of a tie clasp of a spreader.

How much and how many of these "goodies" are still around is hard to tell, but with several hundred of you guys out there looking, I'm sure there will be quite a bit surfacing and probably many things I've not seen or heard of.

The Personnel of the Company

In this article on men important to Minneapolis-Moline, the first has to be on the number one man "husky, smiling" Warren Courtland McFarlane, generally referred to as "W. C." He was born Jan. 18, 1883 in Miles City, Montana to a distinguished American family of Scottish decent dating back to the American revolution. In his early years the family moved to Louisville, Kentucky where he received his early education. In the summers of his school years he held many odd jobs, which broadened his experience, if not his pocketbook. His first job was hand-tapping armature coils at .05 cents an hour for a 61 hour week!

Aided by a scholarship, W.C. entered Lehigh University and graduated in 1904 with a degree in mechanical engineering.

Following graduation he held many jobs in different parts of the country. Mostly as a draftsman. He even started his own company for manufacturing ditching machinery in Milwaukee. This lasted only three years. While in Milwaukee a death in his wife's family led to a position with the LaSalle National Bank at LaSalle, Ill. He was drafted into service in World War I. At first he served in the government bond department of the Federal Reserve Bank in Chicago. When conditions became more grave he was assigned to the Expediting Engineers Office.

After the war he became associated with an industrial investment banking firm in Chicago. His primary job was ironing out production kinks and introducing mass production methods to companies in which the firm had a substantial interest. During the early twenties in his days of "turning companies around," he labeled his job as a "wetnurse to lame ducks," one notable Co. he returned to solvency was the Auburn Automobile Co. of Fort Wayne. After the banks were paid, it was headed by Cord and became very successful as the Cord Motor Co.

His work as a financial trouble shooter was apparently highly regarded because in 1925 he was again sent on a mission as a bank representative to Minneapolis, where the Minneapolis Steel and Machinery Company needed help with its financial and production problems. And there he stayed and became president of the company. When it merged with the Moline Plow Co. and the Minneapolis Co. in 1929 to become Minneapolis Moline Power Implement Company, he became president of the new company.

In 1932 an automobile accident, which killed his chauffeur, broke his back and left him in a wheelchair. He carried in his billfold a copy of his obituary which was prepared by a Minneapolis paper after the accident when he was not expected to live. He enjoyed quoting Mark Twain "reports of my death are greatly exaggerated." He summed up his philosophy and attitude of his handicap by saying, "You don't think with your feet." Through the years Mr. MacFarlane is often pictured standing proudly by the latest edition to the MM line. In all pictures of him he is either standing by a tractor or sitting at his desk. His courage, optimism, and determination carried him and Minneapolis-Moline through difficult times. The depression put Minn.-Moline \$1,541,000.00 in the red. Two years later the company netted \$170,000.00. The indomitable President MacFarlane in his wheelchair and a plane flew 15,000 miles around South America drumming up business. In 1938 MM had a profit of \$727,000.00. In 1939 sales dropped 8% which was a rather good show since farm implement generally fell 10-15%.

For those years that was an impressive record. Under his leadership the "40's" were truly the "Prairie Golden Years."

In the 50's everything began to change. Although sales reached an all-time high in 1953 of \$105,000,000.00, profits declined. Rising production costs and a depressed farm economy brought a slump in the farm implement business. Talks of mergers and take over of the company began as early as 1953. Toward the end of 1956 Mr. MacFarlane at age 73 turned the presidency over to Henry S. Reddig. He then served as vice-chairman of the board till Jan. 1958. Mr. MacFarlane was active in many local and national business and civic organizations. He had two sons who at one time were both with the company. Warren Jr. is deceased and Wayne resides in the Minneapolis area.

It was said those who entered his office were impressed with the man and a motto he had in his office. This motto, autographed personally by Edgar A. Guest reads:

"Somebody said that it couldn't be done,

But he with a chuckle replied

That maybe it couldn't but he would be one

Who wouldn't say no till he tried.

So he buckled right in with a trace of a grin

On his face. If he worried he hid it He started to sing as he tackled the thing

That couldn't be done, but he did it."

He would be pleased to see the renewed enthusiasm for the old "Prairie Gold". He passed away in 1964.

Big Trouble Desperate Remedies

This chapter of MM history is the most controversial and discussed of all eras. It is viewed by many fans and ex-employees with a mixture of contempt, disgust, and regret.

The era popularly known as that of the Reddigs (brothers Henry and Edward). The era began in 1954 when MM listed \$77 million in sales and lost \$44,000. A Cleveland businessman named Edward S. Reddig (vice-president White Motor Corp.) began a grass roots movement to oust the management team lead by veteran president Warren C. MacFarlane.

In a well-publicized bitter struggle that followed proxy fights, merger rumors and court action was used. In 1955 E. S. Reddig held 25,000 shares of MM stock but claimed control of 80,000 or about 9% of the total. MM's defense contracts fell off drastically from 12.4 million in 1954 to 2.5 million in 1955. Farm equipment sales continued in a nationwide slump. However despite all, MM boasted a book value of \$40.00 a share, twice the market price of \$20.00 a share. The company continued to plow back 70% of its profits back into the business. Minneapolis-Moline was ripe for a take over.

At a special meeting in Minneapolis on September 16, 1955, a specially selected stockholder committee (Reddig group) gave evidence of holding a majority of votes without having made a general solicitation of all shareholders.

As a consequence the old board concluded that no useful purpose would be served by a proxy contest at a special meeting. At this meeting the Reddig group elected itself to 7 of the 10 seats. W. C. MacFarlane, principal stockholder and chief adversary of Reddig remained as president, an outward sign at least that management had buried the hatchet.

Under Reddig management the company introduced crawler tractors, scrapers and loaders, and company owned stores were introduced in each geographic area of the U.S. Finally things continued to worsen. In 1956 sales dropped to well under \$60 million and it lost \$748,000 in the first nine months. In November of 1956 Senior Vice President Henry S. Reddig began a move to bring the "financial report into the black."

"Minneapolis-Moline", he reported, "was busy selling off parts of its 18.5 million dollars worth of plants and properties, and crediting the profit account, the difference between selling price and depreciated book value." The remedy brought in 1.5 million for properties in Columbus, Ohio; Peoria, Ill.; Denver, Colorado; and Kansas City, Mo. Others for sale at that time were Atlanta, Georgia and Hopkins, Minn. itself. In addition at that time the MM plants in Louisville, Kentucky and Moline, Ill. were shut down. Some of these properties were leased back.

In January of 1957 Henry Reddig was elected President of Minneapolis-Moline. This action gave the Reddig brothers absolute control of MM, since Ed had been Chairman of the Board since 1955. However trouble continued to haunt the company. Financial troubles, unsuccessful merger attempts and production difficulties had been the order of almost every day.

Then on October of 1957, on the eve of the company's new fiscal year, a crisis developed that made the past seem unimportant. With operations in the red several million dollars and the dealers loaded down with \$55 million in inventories, Minneapolis-Moline defaulted on 17 million dollars in short term notes which came due. Investors started selling out and the stock dropped to \$7.00 a share. The personnel morale was low and the sales organization fell apart.

At this time a stockholder group controlling 40% of the company's shares, aided by creditors unhappy with the company's condition decided to take action.

On November of 1957 after only eleven months as President, Henry Reddig resigned as President of MM. Thus ending the Reddig era of the company's history. It should be noted however, after leaving MM the Reddigs took over the White Sewing Machine Co., which they built into a diversified manufacturing giant, today known as White Consolidated Industries. This latter 20 year performance targeted small companies with good products in financial trouble. During the decade of the 70's, the Reddig brothers tried three times to take over White Motor Corp., the eventual owners of MM.

Henry S. Reddig died August 28, 1976. Edward S. Reddig died recently.

From Red Ink to Black with Duncan

by Jim Scheuring

The mood was one of doom, the scene was a meeting of key personnel in Minneapolis. Suddenly Russ Duncan entered, he briefly said; "Minneapolis-Moline is staying in business . . . We are going to sell farm machinery, not real estate . . . To do this every one of us has to be sales minded . . . We've got to work hard, so let's get on with the job". And with those few sentences 42 year-old James Russell Duncan launched one of the most massive reconstruction jobs ever performed on

a modern corporation.

Duncan had been a vice-president of Chicago's Consolidated Foundries Corp. He was brought to Minneapolis-Moline by the Bankers, and a new board of directors headed by Alexander Rittmaster, a New York Industrialist, and J. Pat Lannan a publicity-shy Chicago moneyman.

Duncan brought no efficiency team to M-M, but he had spotted a young energetic field sales mgr. named Matt Carroll, which he quickly promoted to General Sales Mgr. Duncan and Carroll realized they didn't have any time to lose. Their biggest worry was a 17 million dollar default on operating loans. On the eve of the company's new year (1957) Duncan quickly convinced department heads the pace would be rough, but they would continue if they could meet it.

Into action-packed long days and nights they studied the operations of Minneapolis-Moline from A to Z, from every angle of every department. The results were:

Product Line—was left pretty much the same to begin with except the combine was rebuilt to larger specs; Tabulations showed every MM product in every county of the country. This gave management a new insight as to product emphasis.

Parts and Service—went under some drastic changes both financially and physically. A new company-dealer financial agreement was introduced. Profit margins for M-M were increased on parts, and the parts catalog was rewritten as a sales tool emphasis on volume purchasing and special prices.

Sales—All MM company-owned stores were quickly eliminated. These stores were consuming badly needed company capital, and were in competition with franchised MM dealers. The sales efforts for all MM products were unified into a year-around effort, rather than a seasonal effort. Matt Carroll came up with an idea for "Specialty Franchises". These contracts covered unique Minneapolis-Moline products such as power units, corn shellers and the Uni Farmor line. The franchises were offered to dealers, regardless of their major line in areas of sales potential, not covered by full-line MM dealers. The idea was completely new and raised a few eyebrows within the industry.

Production and Personnel—For years Minneapolis-Moline invested heavily in excessive inventory, through a program whereby an implement was "sold" when it left the factory. "Sold" meant the company borrowed enough money to cover all costs involved until it was "resold" to a customer or dealer a full 12 months later. Duncan moved to a cash basis. This move brought production in line with sales, also this action generated about \$11,253,000 dollars from inventory. Another \$5 million came from collecting old receivables. Employee numbers were too high for the amount of business the company was doing. The number of employees was reduced from 4000 to 3500, thus a savings of \$3 million annually with no decrease in efficiency noted.

Duncan persuaded Hopkins and Minneapolis local UAWs to defer any wage increase for one year. The employees that remained hardly recognized the company. Duncan had key groups of people brought into his office, fifty to a group from 8 a.m. to 9 p.m. each day. At these meetings the president emphasized efficiency, responsibility and quality in product. He was 25 years ahead of his time.

Dealers—With the home office under control, Duncan turned his massive energies to the field. He told Carroll, "I'll be there whenever and wherever you need me". Duncan's road show meetings with dealers was conducted with the same gruelling pace that accompanied all his activities. Traveling sometimes in snowstorms Duncan personally contacted as many dealers as possible in Canada and the U.S. The company offered "drive away days" a program with no special prices but entertainment for dealers and families while their trucks were loaded at the factory. Over 100 loads were sold at some of these offerings with the undefeatable Duncan and Carroll helping load the trucks.

And so it was a proud J. Russell Duncan after one year in office who publicly put a match to \$17 million dollars in paid-off notes, on the steps of the home office in Nov. of 1958. The balance of Duncan's career with M-M was continually good news. By 1959 MM was back in the black. Duncan diversified into materials handling, and electronics, with the purchase of Hymac Corp. in 1959 and John Marrell Co. in Jan. of 1960. Other products introduced were backhoe industrial tractor to accompany the crawler; and the GVI tractor in March of 1959. A new industrial division was developed with about 100 dealers nationwide adding 10-15% to MM's annual sales. An export manager was named with 19 worldwide distributors, and about 65-70% of MM's export sales was done in Latin America.

Finally in October of 1960 Duncan optimistically began to pay a dividend to shareholders. Two months later he was out of a job, saying only . . . "Management must manage". J. Russell Duncan today is board chairman of Sterling Precision Corp, a widely diversifying operation. Matt Carroll is president of the firm. They are headquartered in Ft. Lauderdale Florida.

Following the exit of J. Russell Duncan, MM was for a short period of time headed by yet another executive chosen for his specific talents and to perform a specific task. Edmund R. Buryan was a lifelong marketer of cosmetics and fountain pens, before being named president of Minneapolis-Moline on Dec. 9, 1960. It is important to realize at this point that MM was a healthy corporation on the prowl for business. Also the ownership of stock was still concentrated in the hands of the same individuals who took control in Nov. of 1957.

It is the opinion of this writer that the stock controllers believed a marketing expert was needed to place MM in correct market places. Groundwork for this move was laid in 1960 when MM began to diversify into new fields. Accordingly, at the annual stockholders meeting of February 1961 Minneapolis-Moline voted to change its name to Motec, a name which stood for, Moline Technology. Under a new trademark, Motec Industries Inc. launched business for 1961 under 10 newly formed divisions.

Minneapolis-Moline-Farm Equipment Division, tractors, tillage, haying, and harvesting equipment.

Mowpower- Construction Equipment Division Crawlers, ind. wheel tractors, loaders, scrapers, dozers, scarifiers, backhoes, mowers, snowplows, sweepers.

Motec Engineering- Custom engineering, prototypes, manufacturing research, lab services, design and fabrication of precision tooling.

Molelectronics- Electronic automatic testing equipment, analog-to-pressure converters, data acquisition and reduction systems.

Mocraft- Power Tool Division-Chain Saws, power tools, riding lawn mowers and garden equipment.

Mobilift-Material handling division, sit down and stand up trucks of various sizes, also towing tractors.

Moline Automotive- Ten sizes of gasoline, diesel, natural and LP gas power units. Also power trains, transmissions, shuttle gears, torque converters, axles, differentials, and hydraulic systems.

Mohawk-Foundry and forage division- grey iron castings, forgings, machine products and sheet metal fabrication .

Motec International-Franchises, for distributors and dealerships overseas for all Motec divisions.

Pioneer Equipment Finance Co., a credit financing company that provided purchase terms for all of Motec.

By dividing up its business, Motec had hoped to become more specialized in the different markets, and to increase the useage of its large foundry and manufacturing facilities.

Some of the new products were merely a specialized packing process of someone else's product. However, some of the new marketing thrust provided good results. The Mohawk foundry began in 1961 to pour manhole covers for the city of Davenport, Iowa. This business increased foundry output from 70 to 165 tons/day. This also served to lower the cost/ton of metal poured, and corrected the seasonality problem that plagues all farm equipment manufacturers.

Buryan admitted he had little intimate knowledge of the farm equipment business. Therefore formed a committee to advise him regarding direction, finances, and day to day operations. The committee was made up of Stacy Angle, longtime senior vice president, Matt Carroll, vice president-marketing and William Foss, vice president and treasurer.

While this committee operated the company, Buryan lavished his fostering care upon the company's sales sector. He claimed to have shook hands with everyone of Motec's 2500 dealers. And for its first year of existence Motec's system worked. Sales were 58 million for 1961, 18% higher than the previous year, and the highest since 1955. Also the pretax earnings were raised, but the net earnings after tax fell due to old tax credits that were exhausted. Strangely enough though soon after the good news was out—so was Buryan.

William F. Foss was the first man to become president of MM from within the organization. Foss started in 1941 at the age of 24. Thru the decades he served the company in various capacities. Some of the positions he held were: head of cost department, assistant controller, controller, vice president and treasurer, and operating committee (under Buryan). From 1954-1957 W. F. Foss organized and managed MM's tractor subsidiary in Ankara, Turkey.

Foss' administration was very remarkable in a number of aspects. To begin with, W. F. Foss was a strong believer in the concept of the corporation. He gave interviews outlining the benefits of formal corporate management. Some examples of these benefits were: the valued input from a carefully chosen board of directors detailed reports of progress, calculations, and disappointments. One of Foss' first actions as president of Motec was to declare a cash dividend. Corporate observers were awed by the rapid fire succession of Duncan the surgeon, Buryan the marketer and Foss the Financial man. MM had four presidents since 1955. Less than a year after Foss' presidency Motec was sold to White Motor Corporation for 21 million in cash, for assets having a book value of 35 million. White's press releases indicated that MM would have to stand its own against all competition. It would operate as a corporate entity with its own management, engineering, production and marketing. White hoped to clear a profit of 4-4 1/2% on sales of 50 million dollars. About the only immediate change was the Motec name was dropped for the more familiar Minneapolis-Moline. W. F. Foss remained as President.

On Aug. 1, 1963 Foss and New Idea president announced via press release that Minneapolis-Moline had sold the Uni-Farmor line to New Idea for an undisclosed amount. Foss who was always considered a top notch PR man released a statement highly positive for the future of both MM and the Uni line.

The balance of W. F. Foss' presidency was highlighted by big product development and sales effort. The G-1000 club, for an example was a select group of dealers who sold volumes of the still famous 100 h.p. row crop tractor. Shortly before leaving MM, Foss addressed the Farm and Industrial Equipment Institute (FIEI). In this speech (reviewed by Implement & Tractor) Foss warned American business that it wasn't doing enough to attract young people, to give them responsibility, because in his words, "we'll never automate management."

Foss resigned the MM presidency on July 1, 1967 to take the post of president of Fabri-Tek, a Minneapolis manufacturer of memory stacks and systems for computers. Today William F. Foss is president of Applied Power Inc. of Milwaukee, Wis. a manufacturing conglomerate. Edmund F. Buryan is deceased, after leaving MM he went into government service with NASA .

Cumming and Coleman: The Final Chapter

by Jim Scheurling

This represents a final look at the MM presidency, and takes us from 1967 to 1972. Robert A Cumming assumed the presidency on July 1, 1967 at a time when Minneapolis-Moline hosted a product line of over 116 machines. Cumming began his career in the engine business with the Caterpillar Tractor Co. He held various positions with Cat for 13 years. Upon leaving Cat he was director of engine sales for the construction and industrial division of Cummins Engine Co. After leaving Cummins, R. A. Cumming was elected president of Perkins Engine Co. of Wixom, Mich. After his tenure as president of Perkins, Bob Cumming was elected director of marketing for White Motor Corporation of Cleveland, Ohio.

As president of Minneapolis-Moline, a White subsidiary, Cumming brought a new look to the office. His main focus of interest was in product improvement. At the Kansas City dealer show in 1968 he told the group, "If a big tractor is to be designed that replaces three or four smaller ones, it is going to have to be more reliable with less downtime".

His record of product improvement attests to these words. 1967 saw the 670 tractor redesigned as the 670 super. The G-1000 became the G-1000 Vista, a completely new look in tractor design which has been imitated to fill the power gap between the 670 and G-1000. Also the company began a new marketing thrust in the power unit business. Cumming had the 504 engine "V'd" to a 1008 CID V12 power unit. The famous 800 engine was also redesigned to an all new 1600 CID V12 unit. All farm tractors bore a black and gold medallion which said: MM Minneapolis-Moline Long Life Engine.

Cumming had a style as president that made dealers and salesmen proud to follow. He looked the part, he flew his own plane, usually traveled alone. He mounted stages and podiums aggressively with his ever present cigar, part of his trademark.

1969 was a banner year for Minneapolis-Moline. Cumming named Donald K. Cox as director of marketing. Cox began a marketing program which awarded plaques to those dealers and salesmen who were successful. Cox's appearances from coast to coast gave good press review, both locally and in MEMO, MM's tabloid newsletter. The plaques read, "In appreciation of your valuable contribution to the successful marketing of Minneapolis-Moline tractors and farm machinery" (signed) Robert A. Cumming.

Cox's program also offered giant winter dealer conventions to the top dealerships. At these shows parties were held along with information and product showings. With marketing being covered by Cox, Cumming set out to design more tractors. In 1969 he launched a program with Michael Verhurst, a tractor engineer that brought MM into the four-wheel-drive big power age. The A4T-1400 and 1600 were unveiled at the winter convention along with the G-950, 1050, and 1350 tractors.

But 1969 held another surprise, White Motor decided to consolidate its three farm equipment divisions into a sub-parent called White Farm Equipment. The products would continue to be marketed as Minneapolis-Moline, Oliver and Cockshutt. Under this new program R. A. Cumming was named president of White Farm Equip. W. S. Coleman was named president of Minneapolis-Moline division, and Donald K. Cox was named president of the Oliver Farm Equipment. White Farm's headquarters was in Hopkins, Minnesota. All tractor products also had the White name on it.

This corporate setup was shortlived. In 1971 the White Farm structure was dropped. The divisions were restructured, in W. S. Coleman's words, "to stick with names that have meant much in the farm equipment business through the years". Coleman who began his career with General Motors rose through the ranks of MM's engineering department. Coleman impressed many with his genuine loyalty and sincerity towards the company. Under Coleman, Oliver and Fiat tractors were marketed as Minneapolis-Molines in the correct color and nameplates. Likewise the MM 950, 1050, 1350 and A4T tractors were dropped at this time. This consolidation seemed efficient and realistic, considering farm equipment was in a sales slump. However, there were problems on the horizon.

In late October of 1971 S. E. Knudsen, chairman of White Motor, told security analysts that the farm equipment group which he said lost 42 million in 1970 would see some "major restructuring". In mid December of 1971 W. S. Coleman was terminated as president, he was not replaced. On Thursday, January 6, 1972 the White Motor Corp. announced it was closing its Minneapolis Moline division, with "minimal transfers" to the new Oliver Farm Equipment Division. The consolidation was designed and executed by James D. Wormley, Group Vice President, Farm Equipment Division.

On June 8, 1972 a G950 diesel s/n 43000883 became the last MM tractor to be built in Minnesota, thus ending a saga that dated back to the steam powered threshing rigs.

Today:

Donald K. Cox is a business broker, owning his own firm in San Antonio, Texas.

W. S. Coleman is with Eaton Axle Corp.

R. A. Cumming is president of both, Ohio Crane and Superior Equipment in Bucyrus, Ohio.

Who Named the Jeep

by Charlie Schleeve

MM advertising literature from the WWII era during the 1940's had much to say about the designing and building of the first military vehicles called "Jeeps". As early as 1938 MM engineers were working on the conversion of a farm tractor to an artillery prime mover and in 1940 these converted MM tractors took part in army maneuvers at Camp Ripley, Minnesota. These advertisements mention and give personal credit to Sergeant James T. O'Brien of the 104th National Guard for coining the name "Jeep."

Having a 1943 NTX Jeep of my own, which I was able to locate years ago through the efforts of Merv Simon, Rossburg, Ohio and a tractor buyer from eastern Indiana who found the Jeep at a Colorado ranch, I wondered if it would be possible to find Mr. O'Brien. My first thought - maybe he had relocated in the Twin Cities area, so I looked through a telephone directory and there was a James T. O'Brien listed. I phoned this man and to my surprise it was the person I was looking for. We visited awhile and he agreed to come down to our farm on a date which we had agreed upon. After getting acquainted that Saturday morning in June, we took a short ride in my Jeep. Afterwards, Mr. O'Brien, a 75 year old, now retired, Soo-line employee, showed my son Randy and I his collection of Jeep photographs and clippings.

"I was with the 109th tank outfit from Brainerd", O'Brien said. "Well, they sent me out in one of these new vehicles to get a howitzer out of the mud. We were sitting around the camp after I got back and I remembered a character from the funny papers—Popeye, I think."

Eugene the Jeep was the name of Sweet Pea's cartoon pet, named for the Jeep, Jeep sound it made. Eugene was helpful in getting the comic strip characters out of scrapes.

"I painted that name on a piece of board and wired it to the radiator cap. It fell off a few times the next day, so later we painted the name on the side." O'Brien said he never received "a nickle" for coming up with the term Jeep.

After successfully freeing the howitzer from the swamp, Sgt. O'Brien was chosen to test the newly-named Jeeps. During subsequent tests the men found the vehicles were not only handy for pulling howitzers out of bogs, but they were useful in transporting soldiers and knocking down trees as well.

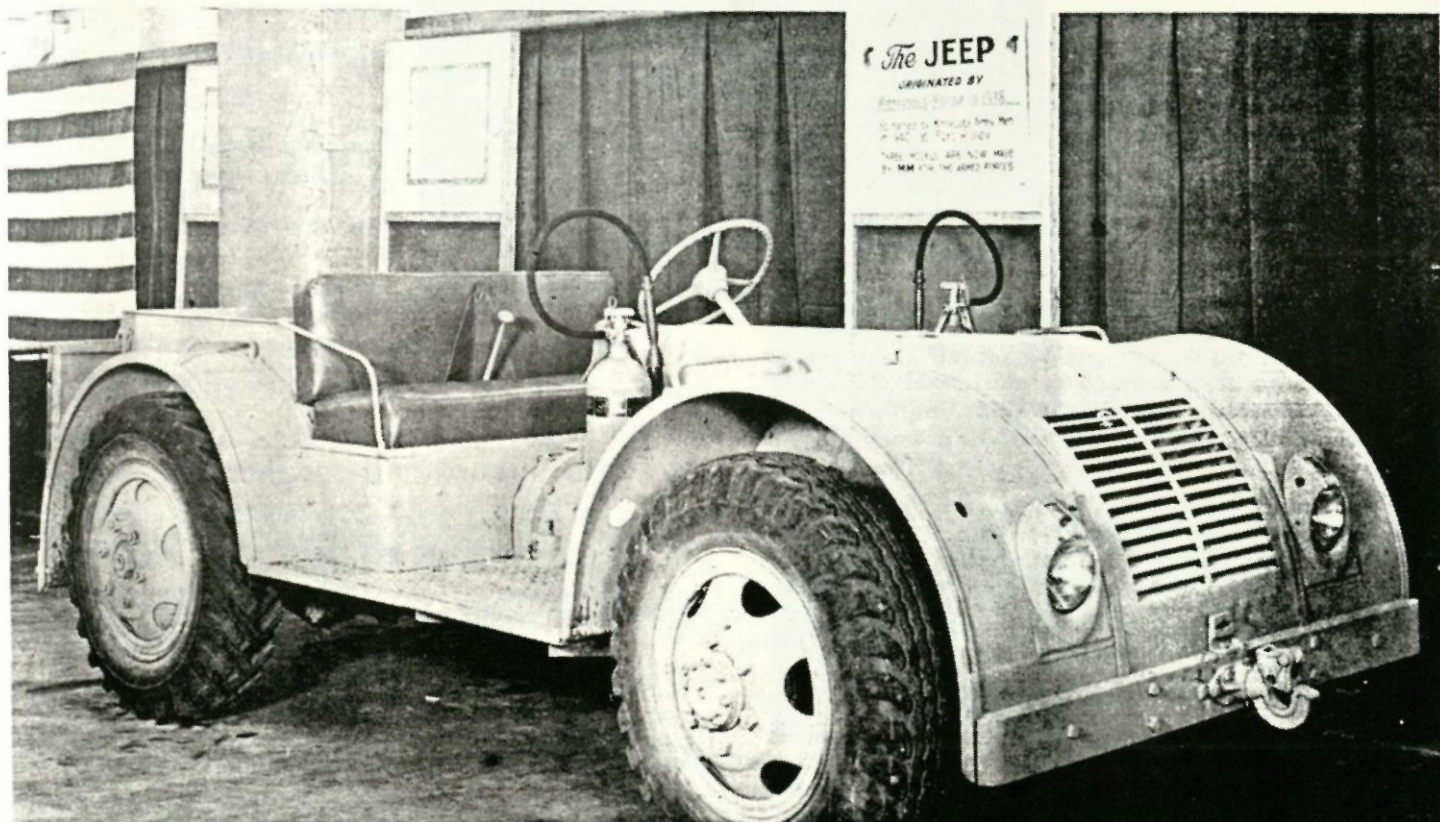
The original Jeeps bore little resemblance to the squat, boxy vehicles that eventually evolved. During this time, MM had a lawsuit with Willis Overland Motor Company on the use of the name Jeep. MM won the lawsuit but never really used the name as after the war MM went back to making farm equipment but they still kept name rights. The word Jeep became a legend around the world in word only until 1955 when, due to the expiration date of the lawsuit terms, Kaiser Jeep was able to put the name on their vehicles. O'Brien had no idea the vehicles and the name he came up with, which was written about in national newspapers and magazines, including Colliers, would one day be synonymous with a 4 wheel drive vehicle later built by American Motors Corp.

MM built three different models of Jeeps - the converted G tractor of which there were approximately 20 built, the 4x4

NTX of which there were 1000 manufactured and the 6x6 GTX of which 120 were made. I understand there are a couple of the G tractors around. I hope someone of our group could get them restored. I have never heard of a big GTX around, but I am also hoping someone will find one of these.

Ted Worrell Loma, Montana a very interesting man, has a wealth of information on TC and MM. While Ted was in the service, he saw MM NTX Jeeps in action on the New Heberides Islands in the South Pacific Operations of WWII. Ted also traded me an original operator's and parts book. He knew of other NTX Jeeps in the area that ranchers own for their use.

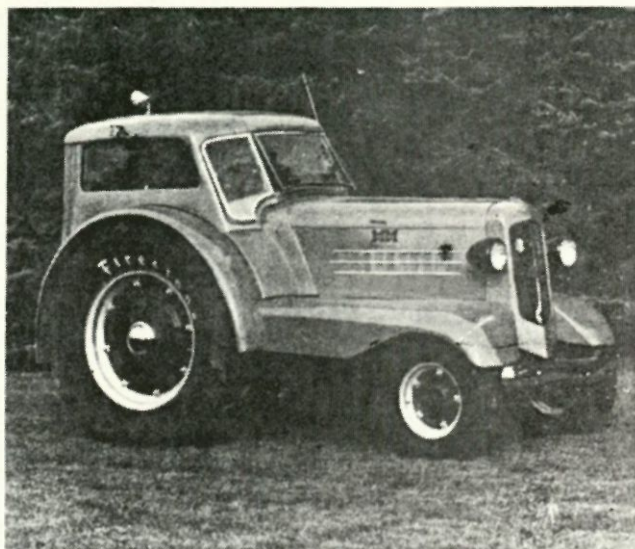
So, as you can see, the Jeep has quite a story behind it - its origin, abilities, and how it was named.



M-M NTX original Jeep at Lake Street Plant in Minneapolis.

SOME FIRSTS Moline

- 1865 — Moline builds hay rakes and fanning mills.
- 1866 — The first Moline plows, breakers and cultivators added to line.
- 1870 — World's first successful straddle-row cultivator originated and The "Monitor" Drill was also introduced-considered the world's first commercially successful grain drill.
- 1884 — Moline introduces the first successful 3-wheel plow. It became the standard of the industry.
- 1886 — Moline introduced the FIRST successful wire driven combined check-row and drill planter.
- 1915 — Moline Universal tractor-the FIRST all purpose tractor with a complete line of tractor-attached machines built especially for it.
- 1923 — Moline beet pullers, designed in the beet fields to lift beets up instead of plowing them out.
- 1925 — Lowest built spreader introduced by Moline. . . (predecessor of 15200).
- 1928 — Famous Moline 2-way tractor gang plow (tumblebug) for irrigated and hilly fields introduced . . . First successful plow of this type.



CANDEE, SWAN & COMPANY 1852
Turned Into

MOLINE PLOW COMPANY 1870

Buys Out

Acme Steel Company — 1904

Mandt Wagon Company — 1906

Henney Buggy Co. — 1906

Freeport Carriage Co. — 1908

Monitor Drill Co. — 1909

The McDonald Bros. Scale Co. — 1911

Adriance Platt & Co. — 1913

Universal Tractor Co. — 1915

Independent Harvester — 1919

Rood & Vandervoort

Engineering — 1921

PHILIP HERZOG FENCE CO. — 1869

Turned Into

GILLETTE-HERZOG MFG.

CO. — 1882

Sold To

AMERICAN BRIDGE CO. — 1890

Turned Into

MINNESOTA MALLEABLE

IRON — 1900

and TWIN CITY IRON WORKS — 1889

Merged about 1902

Formed

MINNEAPOLIS STEEL &

MACHINERY CO.

(MS&M)

THE FOND du LAC THRESHING
MACHINE CO. — 1874

Turned Into

McDONALD MFG. CO. — 1876

Turned Into

**MINNEAPOLIS THRESHING
MACHINE CO. — 1887**

Buys

J.A. ABELL ENGINE & MACHINE
WORKS — 1902

M.S. & M. built engines for

Buffalo - Pitts

Bullock

Monarch

Reeves

Hackney

Sawyer - Massey

Yuba

JOY-McVICKER

1908-1911

DESIGN by McVICKER ENGINEERING

MADE by ALMA MFG. CO.

SOLD by JOY-WILSON SALES

Walter McVicker became mechanical engineer for MS&M about 1912 to 1918. Then he joined MTM Co. He designed the first "Minneapolis Farm Motor". Joy-Wilson developed a 4 cyl. tractor for MS&M.

1929

THE MINNEAPOLIS-MOLINE POWER IMPLEMENT CO.

courtesy of

Oris Hove

R.R. 3 Box 160

Beresford, S. Dak. 57004

In Memory ~ Ralph Melby

August 3, 1900 - November 17, 1991

My dad, Ralph Melby, and steam engines seemed to go hand in hand. His interest in them and his dedication to the Lake Region Pioneer Threshermen's Association lasted throughout his entire life.

Dad's fascination with the mighty steam engine began some 85 years ago, when he was a small boy in Silver Creek, Minnesota. He would watch the threshers at work and dream of the day he would be able to operate the giant engines himself. By the time he was 19 years old, he was doing custom threshing and continued to do so until 1948.

Forty years have passed since dad; his brother, George and their nephew, Kenneth Bratvold held the first "threshing bee" on George's farm. To dad, it was a way to share with others the sights and sounds of the steam threshing era, which by this time had become all but obsolete.

Starting with the first threshing bee, and for the rest of his life, an extra spark of energy and enthusiasm would overtake dad as soon as preparations were under way for the annual reunion. During the summer months, all of his spare time was spent working down at the grounds. Even during the off-season, he would often tell us that he was "going down to visit my friends", which, of course, meant he was going to the grounds to look at the engines.

In the last years of his life, he was unable to participate in any of the work, but the extra "spark" would still surface at threshing time. He would always be at the grounds, visiting with old friends and watching in fascination the activities from a distance, just as he had as a young boy.

At the close of each threshing show, when the crowds have gone home and the sun begins to set, the steam engine whistles would blow, creating an almost melancholy concert, as if eulogizing the passing of an era. The era of the steam engine may have passed, but it will not be forgotten, because of Ralph Melby and the many others who had the foresight to preserve this part of history for future generations.



Laurel Jensen



Case Eagle

150 Years of Case

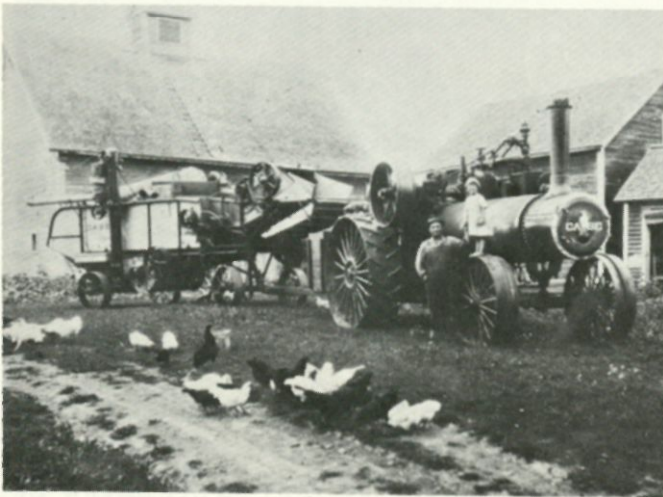
Featured - 1992

Case Committee

Ken Aasness, Chairman
Gaylord Rachels
David Carlson
Greg Eastwood

45 Case units displayed at the 1992 show.

Note: 1976 (8th Edition) LRPT yearbook contains an extensive Case history.



Hjalmer Grant 65 h.p. Case
36" Case machine north of Osakis



Ken Bratvold 80 Case Engine
The late Robert Elliott, Engineer



1927 18-32 Cross Mount Case
Gaylord Rachels, Owner



The late Henry Lebacken's 8 h.p. Case. Henry was a very dedicated stockholder and featured his engine in countless area parades.



Cross Motor Case.

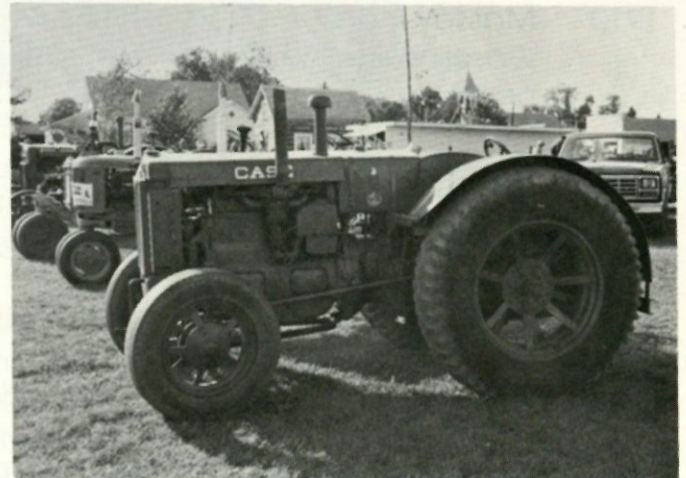


Air Conditioned Cab?



1935 Case C
Sylvia Hanson
Owner

1946 Case LA
Ken Aasness
Owner



Lavern Simdorn's Case.



VAC Case. Art Eckhardt, Owner.



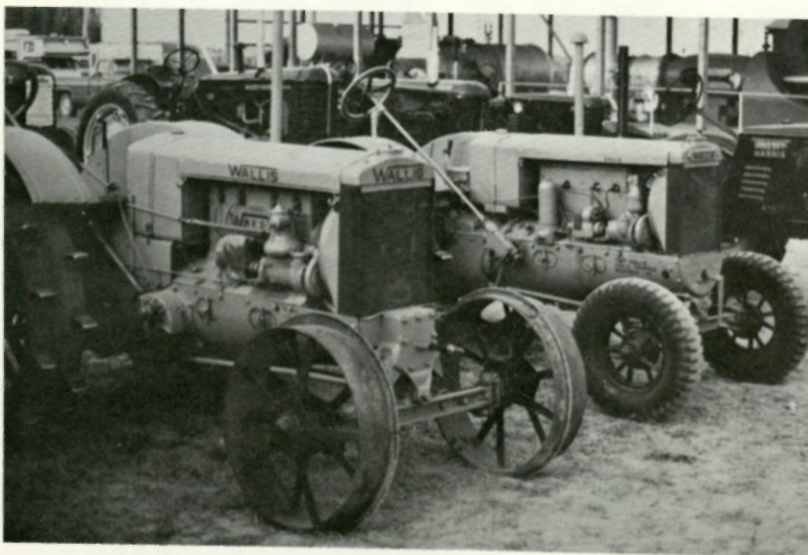
Case 700 Dual Range Diesel. Wilbert Suchy, Owner.

Featured Tractor 1991 Show — Massey-Harris

Few companies in the tractor industry have a longer history than Massey-Ferguson. It all began in Canada with the Massey and Harris families. Daniel Massey started his business in 1847 and Alanson Harris began in 1857. From their small workshops they were supplying single implements for Canada's pioneer farmers. A merger of Massey Manufacturing Co. of Toronto and A. Harris, Son & Co. of Brantford took place in 1891 making them the largest farm machinery manufacturers in Canada.

Highlights of the Massey-Harris Story:

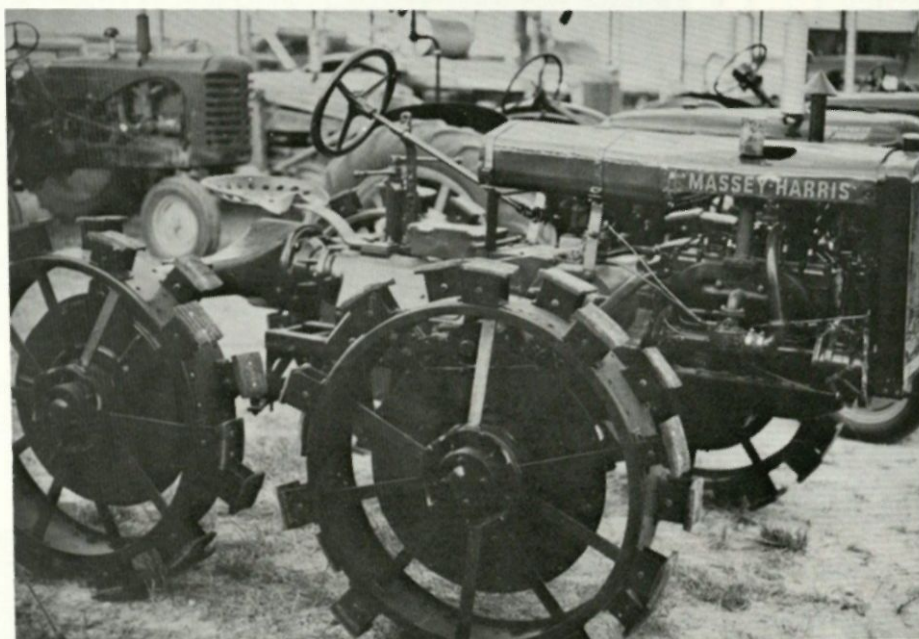
- 1892 - Massey family bought 40% of L.D. Sawyer Co. (Hamilton, Ontario) and started building portable steam engines. This new Sawyer-Massey Co. relationship ended in 1910 when the Massey family withdrew their money.
- 1910 - Massey-Harris moved into power farming when they purchased Deyo-Macey Gasoline Engine Co. of Binghamton, NY. They transferred production in 1916 to a new Massey-Harris factory at Weston, Toronto.
- 1917 - Massey-Harris made their first venture into the tractor market with an agreement to import Bull tractors from the U.S. This effort failed because production on the Big Bull stopped the same year partly because of the Fordson impact on the market.
- 1918 - They reached an agreement with Parrett Tractor Co. of Chicago and began production at their Weston Plant in 1919. This tractor was marketed in Canada under the Massey-Harris name and included three models: MH 1, 2 & 3.
- 1923 - Ended production of models and pulled out of the tractor market.
- 1927 - Negotiated with J.I. Case Plow Works Co. of Racine, Wisconsin the right to sell the Wallis tractor throughout Canada and some areas of the U.S. Big feature of the Wallis was the U-frame and fuel economy.



Wallis tractors were the prerunners to Massey-Harris.

- 1928 - Massey-Harris bought J.I. Case Plow Works Co. and all rights to the Wallis tractor and the right to use the Case name.

1930 - Introduced General Purpose model featuring 4 wheel drive with equal size tires. Failed because it was clumsy and arrived on the market twenty-five years too early.

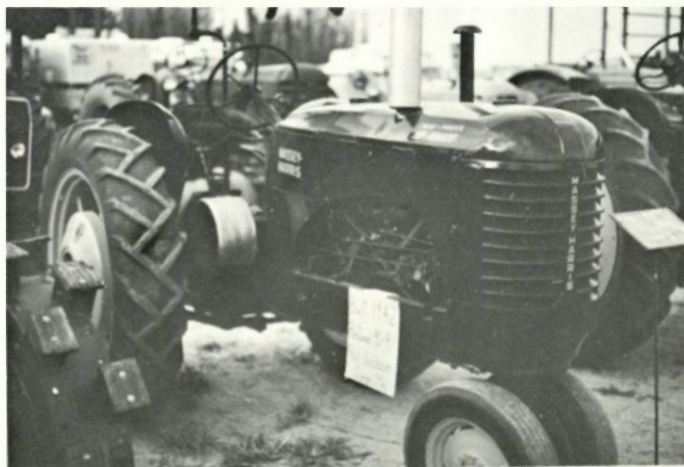


Massey-Harris 4WD

1936 - Pacemaker and Challenger tractors arrived.

1938 - Up to 1938 all tractors sold by M-H based on designs bought in from other companies. In 1938 M-H started producing their own tractor, the MH 101, at the old J.I. Case factory at Racine. None were powered by a M-H engine. They used Chrysler G cylinder gas engine and Continental power units.

During War Years - MH 101 and Jr. and Sr. derivatives were the mainstay. Another wartime model, The General, was built by Cleveland Tractor Co. under an agreement that lasted two years.



Massey-Harris 101 Junior Twin Power



Les Holte driving 101 Super Twin Power with #6 Mower.



Massey-Harris 44-6

End of 1940's - MH 44 was the company's star performer.

1953 - Merger between Ferguson and Massey-Harris with name changed to Massey-Harris-Ferguson

1958 - Name changed to Massey-Ferguson

1959 - M-H took over Perkins Co. (6 cylinder diesel) and S standard Company's tractor assets in England and France.

1960 - Massey-Ferguson bought its way into the Italian tractor industry by taking over Landini Co. offering them the first opportunity to sell crawler tractors.



Massey-Harris Pony

1965 - Production of the Pony (a big success in France) ended.

1983 - The Rolls Royce Diesel engine factory at Shrewsbury was purchased to add to the range available from Perkins.

1985 - The combine harvester interests of the White Company of Canada were taken over to contribute advanced rotary separation technology.

The Massey-Ferguson organization grew to become the western world's biggest tractor manufacturer from that meager beginning in Canada nearly 10 years earlier.

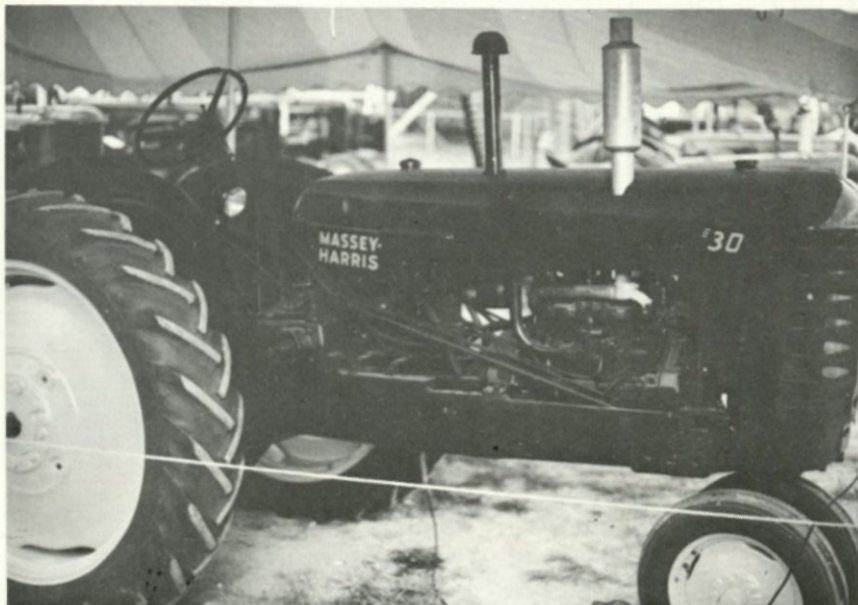
Note: Above information taken from Massey-Ferguson Tractors by Michael Williams.



Arriving in Dalton 1989, Martin Holte on a 22 Massey-Harris, Les Holte on a 101 Super and Tom Asleson on a Major.

1989 - First Massey-Harris exhibitor was Les Holte.

First tractor shown was a Model 22 Massey-Harris that belonged to Les Holte's dad. It was bought new in 1952.



Massey-Harris "30" 1991 Show Tractor

At the 1991 Show, twelve people displayed eighteen tractors and four other pieces of machinery.

MASSEY-HARRIS COMMITTEE

Les Holte
Greg Eastwood
Ed Thompson

Bud Phipps and Tom Asleson worked in the information area.



Massey-Harris "81"



Bud Phipps on Les Holte's 101 Super Massey-Harris.

Cockshutt Farm Equipment Since 1839

Featured - 1990

In February of 1962, White Motor purchased Cockshutt Farm Equipment Company of Canada, Ltd., Brantford, Ontario, as a subsidiary of the Oliver Corp.

This company was a Canadian pioneer in the early development of farm machinery and equipment. In 1839, the original company began operations in a two-story, yellow brick structure.

During the 127 years following its founding, Cockshutt Company built an outstanding reputation for engineering and design and manufacturing quality and established a nationwide network of branches and dealerships.

In 1947, the Cockshutt Plow Co. developed for their tractors a continuous running power take-off which continued to operate when the clutch was released. This was an important innovation as heretofore machinery operated by the regular p.t.o. would stop upon release of the clutch. Because of the importance it was not long until U.S. manufacturers fitted their tractors with a similar mechanism.

In 1962, the Cockshutt plant was completely reorganized to increase efficiency and productivity. Only the most up-to-date facilities were retained and additional space was

acquired for further development. The assembly and finishing areas of the combine plant were expanded. This million dollar improvement included a modern powerized conveyor line and the very latest design multiple stage "Flo-Coat" painting system.

Cockshutt production was discontinued in 1963.



Cockshutt/Fairbanks Committee

Jerry Hanstad, Chairman

Bill Aasness

Dana Schroeder

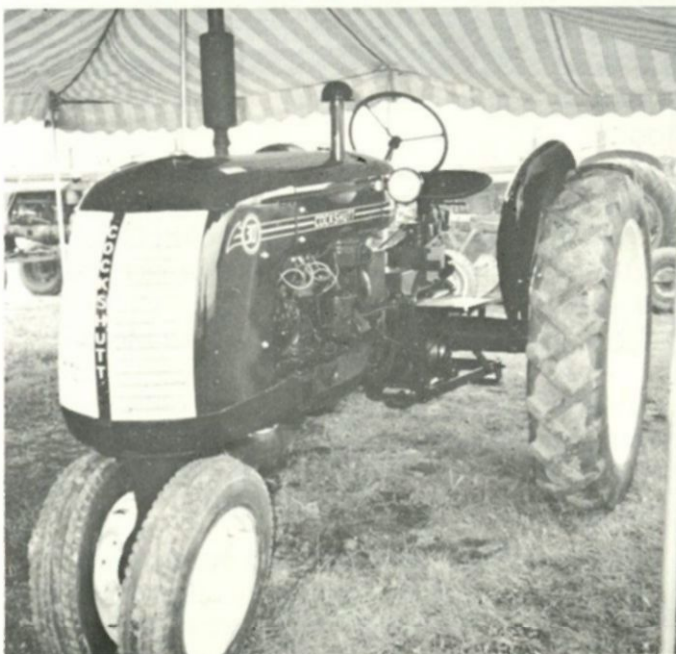
Jerry Hanstad at counter in Cockshutt information tent.



1949 Cockshutt 30 and 1953 Cockshutt 20 owned and restored by Jerry Hanstad.

The 30 was once owned by his dad and was used for baling straw an hay years ago. The 20 was bought at an auction sale south of Perham about five years ago.

From all angles you can see the beautiful restoration of these units that are very hard to find.



1949 Cockshutt 30 tractor raffled at the 1990 LRPT Show.



George Hartman, Lavern Simdorn and Herb Rose checking the winning tickets.

Minneapolis-Moline Featured 1983



1947 or 48 Minneapolis Moline Avery. Model V tractor, a very hard to find little tractor. Jeff Hanstad, Owner.

Allis Chalmers Featured 1984



1939 Allis Chalmers Model B. Hope to see this tractor mowing over at Dalton in the future. Jeff Hanstad, Owner.

International Featured 1985



1948 Cub Farmall with one bottom mounted plow owned by Jeff Hanstad.

"The Ballad of Minnie Moline"

Written by Bob A. Bilden and respectfully given to the fine friends who make up the Prairie Gold Rush, Dalton Minn. Reunion, 1983

From my old ad collection which extends thru the years.

I reflect in my memories, 'mid smiles and some tears;

To infancy return to a long ago scene,
and a pretty young lady named Minnie Moline.

As lovely a maiden as one could behold,
was extoling the mints of pure Prairie Gold;
In beautiful color, so radiant was she,
poised at the wheel of the new model "Z"!

In the old Capper's Farmer did Minnie appear,
I could not take my eyes from her, she was a dear!
With a smile that was dazzling, she came into view,
standing so proudly by the grand Deluxe "U"!

A picture of virtue, and all that was fine,
she advertised for the big M-M line;
From planting to harvest and all times between,
She did her part for Minneapolis Moline!

For the "FT", the "GT", the "R" and the "J",
also the "KT" and the "MTA";
and as new ones were unveiled in Prairie Gold
here,
she held high their banners, so faithful and true.

Now time moves relentlessly with each passing day,
and it seemed that Prairie Gold was slipping away.
Sadly we watched as they passed from our view,
The tractors . . . the machinery. . . and Miss Minnie,
too.

One day some good people had an idea so bold!
They'd do their best to bring back Prairie Gold;
so at their first meeting they crowned them a queen,
and rightly they named her "Miss Minnie Moline"!

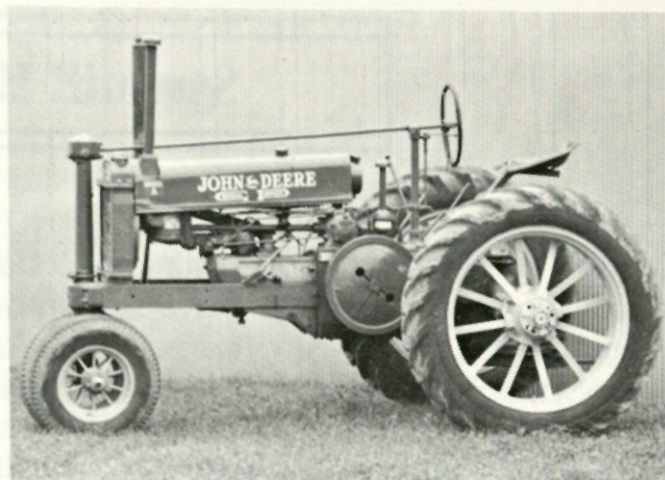
When Prairie Gold gathers at some rendezvous!
You'll surely find Roger and the rest of the crew!
And right in the midst of that jubilant scene. . .
Why yes, there she i Miss Minnie Moline!

Bob A. Bilden, "the tired iron troubador".

The above ballad was written by "Our Molineman of many talents". Bob kept this a secret till Saturday night of the Dalton show where he surprised us by singing it for the first time in public.



Rumley Featured - 1986
 Frank Melby on 16 h.p. Advance Rumely Steam engine giving Queen of Steam a ride. Sure wasn't paying much attention to the engine!



150 Years of John Deere - 1987
 "A" John Deere - Owner Bill Aasness



Hart Parr-Olive Featured - 1988
 1937 Oliver-Hart Parr 70 Row Crop
 Owner Alan Fenner

Ford Featured - 1989
 This 9N Ford tractor was raffled at the Dalton Show and was later purchased by Curt and Jan Ebner. Pictured on the tractor are amanda and Danny Ebner and Dustin Hanstad.



Sawmill Hill by Ken Aasness

The old time sawmill continues to be of interest to young and old. With timber in good supply, the sawmill played an important role in the settlement of this area. Our present mill is mostly a homemade version of an early type mill. Many companies did build sawmills in different sizes and descriptions. The smaller mills were built with a circular blade and the larger mills were a band saw type. By the 19th century most of the virgin timber in Minnesota had been logged off, so the lumber industry had continued to decline and only a handful of mills are operating in the state today. At the present we continue to bring in pine from northern Minnesota and cut materials needed for the various projects at the show ground. Last year we converted an old wood shed into a lumber storage building and also added an antique wood planer and put it into operation as an added attraction.

In the fall of 1989 a Norwegian tour group visited our museum and took a number of pictures. The picture below was featured in the Norwegian National newspaper along with quite a lengthy write up, so we might say our sawmill is receiving world-wide attention.



Da de forste europeerne kom til Minnesota, fant de store skoger. I dag er det meste borte. Sagbruksindustrien er bevart - på museum. Som på landbruksmuseet i Dalton, der Kenneth Aasness har ansvaret for en svært gammelmoldig, men fortsatt brukbar sag.

Kellogg Chair Factory

Mr. Timothy Kellogg and his wife, Lydia, came to Underwood from Iowa where his factory had burned. He evidently was attracted by the potential value of the products offered by this region and he used his influence to get the railroad to come through the area. He purchased a tract of land paying thirty dollars an acre. The village was surveyed and laid out by Robert Miller for them and Mr. Kellogg then established a chair factory, the first industry in Underwood, which was destined to go broke in 1889.

The factory was built a block west of the depot on the north side of the tracks. The mill and factory were 40 by 120 feet in size, with a 75 horsepower engine providing the power. The timber passed from a rotary to a butting saw, then to a bolting saw, and then to a steam chest. From there it went to another saw and on to a turning lathe. There was also a gang lathe saw and a pump tubing drill.

The cistern had a capacity of 100 barrels and could be filled with water from Bass Lake by means of a pipe six feet underground. Power for the pump could be supplied by windmill or engine. Mr. Kellogg estimated employment for fifty people when finished and operating.

Wood was seasoned that fall for turning out 5,000 chairs and an experienced finisher was hired. Three types of chairs were made: The common type, still seen in this area-sold for three dollars a dozen. They were made of elm and oak and had an arched back; Boston rockers and slipper chairs were also made. Kellogg moved to California when his business failed.

John Anker, father of Ludwig, Henry, and Ingvold, was appointed caretaker of the factory after it closed. The three bachelor brothers, now deceased, had correspondence handled by their father regarding the closing. He filled orders from the receiver, the Fergus Falls National Bank. Typical of the correspondence is a letter from Henry G. Page, president of the bank written Feb. 28, 1889. He directed shipment of five dozen chairs to B. F. Loundsbury at Wahpeton, Dakota Territory.

3-24 1892 Fergus Falls Weekly Journal: Lon Brandenburg and Robert Patterson, of Fergus Falls, were here (Underwood) yesterday and started some men to work; taking out the boilers, engine and machinery of the Kellogg Chair Factory. They will move it to Montana.

Note: Above information taken from
Landmarks of Underwood, Minnesota Underwood Centennial 1881-1981

The "Woodwork Shop" by Dick Enstad

During the 1987 show, an off handed comment led to a long and fascinating journey.

About 1985, the Association was given a collection of woodworking machinery that came out of the Kellogg Chair Factory in Underwood. They had been removed from the factory circa 1890 and had for years been stored in a barn in the Underwood area. They were moved into the Blacksmith Shop on the grounds where they were on display. Then came the fateful comment; "Gee, someone should do something with all that neat machinery.", and the journey began.

The years 1988 and 1989 were used to restore machine bases that had not fared well being stored in a barn with a dirt floor. Plans for a woodwork shop for these machines began to take shape. It was to be a 20x30 timber frame style building, sturdy enough to support a line shaft system.

During the 1989 show, pine logs from northern Minnesota were sawn into beams and boards and stacked to dry. Construction began the summer of 1990 and the shop was open for the September Show. The summer of 1991 saw finishing work on the building and the lineshaft components began to be installed. In 1992, a 2" tongue and groove southern yellow pine floor was installed (unnamed people wanted to throw the machines outside and have dances) and the first stage of the line shaft was completed.

The first machine that came to life during the 1992 show was a line shaft operated woodturning lathe. Additional machines will be put on line as the shaft is completed and the machines are put in working order.

The "Woodwork Shop" has also become the home of a collection of treadle lathes. 1992 saw the addition of a fascinating lathe built by John Nelson, of Dane Prairie Township, about 1870 and donated to LRPT by the Louise Nelson family.

Close to 30 volunteers worked to bring this project to life and now a crew is being put together to operate the shop. Interested in joining in??? Just stop by!!!

As so often happens, a building is outgrown before it is really put to use. There is talk of another small building in the area. A building built strictly for foot and hand powered woodwork — perhaps a Norwegian style loft or bur?

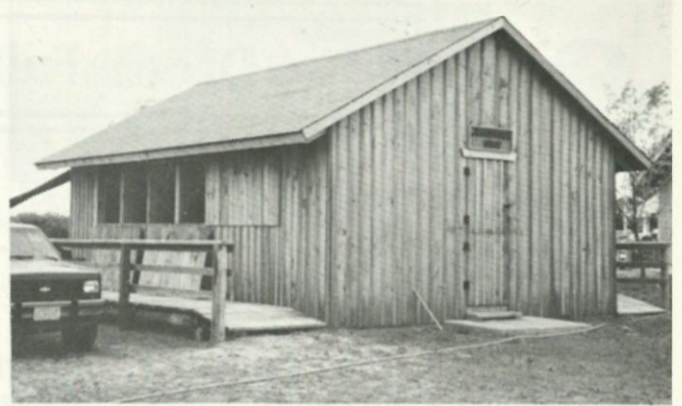
STAY TUNED FOR FURTHER DEVELOPMENT .



Dick Enstad at the lathe.



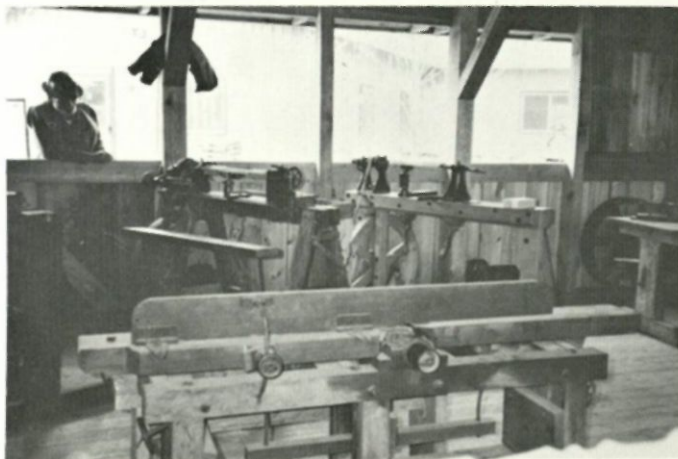
Early construction stage Pine from Sawmill Hill.



Ready for our visitors.



Merle Enstad operating treadle lathe.



Norm Schirmer viewing vintage woodworking tools



Opposite view of the shop.

A Dream Fulfilled by Ken Aasness

For years it had been a dream of the LRPT Auxiliary to have a larger, enclosed lunch stand. In the fall and winter of 1989, plans were finalized to acquire the necessary materials.

Frank Melby and Ken Aasness together decided on building design. Norway and white pine logs were ordered from a logger at Park Rapids and delivered to Ken's sawmill in Dane Prairie Township, where they were sawed during the winter into the various dimensions with the help of many faithful thresher members. By spring we had 17,000 board feet of lumber stacked in neat piles for drying.

As soon as weather permitted, the project was under way with David Stigen and his crew putting in footings and concrete floors. By mid June the framing began, with the help of three faithful workers, Chuck Nelson, Bob LaFavor, and Marv Schwarch. These men need special mention because of their continued everyday appearance at the project, without their efforts and many others we could not possibly have put this building together.



Dedicated worker Chuck Nelson at the "old" lunch stand.



The framing crew at work.



The logs rolling in for the sawmill.



Up on the "house top".



Ken Aasness and Frank Melby,
Designers and Chief Engineers.

By the 1st of September, it looked hopeful that we could use the building for the upcoming threshermen's show. With all out efforts from our many faithful members and workers things came together by the skin of our teeth. With borrowed tables and chairs the Sawmill Cafe was open for the 1991 show. What an accomplishment to think how far this project had come in one year and all done by volunteer labor. Thanks to all who had a part. Truly a dream fulfilled.



Marv Schwarch
Dedicated worker



Bob LaFavor
Dedicated worker



Can we take your order?



Notice the sturdy rugged tables and benches.

Historic Home



Before the move.

Discouraging Words

by Donna Toso

Have you ever been really excited about a new project and met discouragement at every turn? Well, that was the experience of the LRPT Auxilliary. Fall 1988, the Auxilliary had the opportunity to obtain another "donation". This time it was a residence that had been vacant for nearly 30 years and had suffered greatly from neglect, vandalism and the elements. It was indeed a sad sight but had an interesting background.

Nearly 100 years earlier it had a place on the main street of Dalton but was later moved to a residential area. Further, it had

been occupied rent free as payment on a debt in the "hard times" by one of the three founders of our show, Ralph Melby, and his family and one of their children was born there.

The LRPT Board of Directors met our proposal on this new project with less than encouragement, feeling it has not worth restoration. If we had not had two of our members on the Board promoting our project, it surely would have been voted down. Approval was finally given with one board member jokingly saying we had already restored every building on the grounds so we had to move in something else to renovate!

A crew "stormed" the house to remove truckloads of brush that had overgrown the building so it would be ready to move. Then one discouragement after another hit us. We could not get the footings in before freeze up and the contractor would not move the house and tie up his equipment over winter. Now the battered building was expose to the neighbors and passers-by. We were reminded by the City Council on more than one occasion that they were receiving complaints.

In the spring there was another frustrating set-back. The mover broke some bones and sub-contracted the job. The City Council issued an ultimatum — move the house before Norske Dag (June 30) or it will be bulldozed. After frantic efforts, the house was moved the night before the deadline!

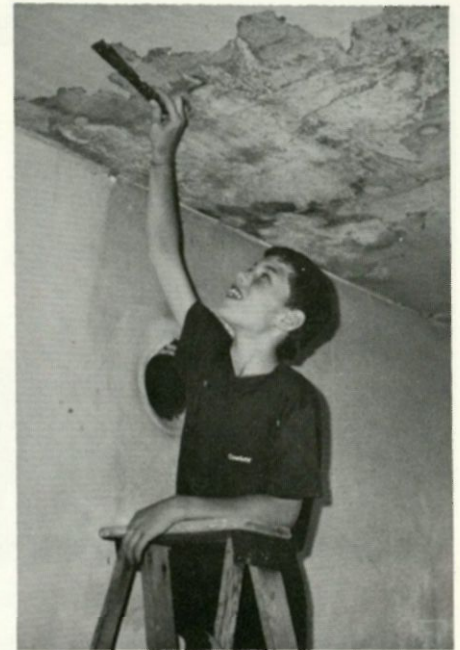
Our happiness was short-lived. The footings crew got the wrong instructions and missed a major portion of the house support area. Precious time was lost.



Clarence Martinson, Rick Johansen and Dan Hutchinson digging the footings.



**Deanna Aasness and Dawn Schroeder
attacking wallpaper.**



**Trent Toso scraping wallpaper
off the ceiling.**

We had to dig the extra area by hand, reschedule the cement truck, haul in extra blocks, and wait again for our "scab" laborers. Finally, we had the house in place but our show was less than two months away and we had a real "eye sore" on the grounds. We had 55 broken window panes to replace, the roof needed major repairs and shingles, there were 13 layers of wallpaper to remove and countless other tasks.

It seemed that we had really taken on more than we could handle this time. We were letting our other preparations slide to work on the house. It was finally decided that it would not be possible to do any more on the interior of the house before the show. The windows were replaced and with new shingles and a gray donated primer coat of paint, the outside was presentable. A donated tin ceiling was in place in the kitchen and people would just have to return the next year to see the completed project. Just hours before the show the paint cans, stripper, etc. were hauled to the upstairs so people could tour the building.

We could not have made the progress we did without a lot of volunteer labor, especially the tremendous help from Senior Citizens who gave so much of their time and talents. These volunteers took a "doomed" building and preserved it for the public's pleasure for years to come. A part of Dalton's history is now intact. They faced a lot of discouraging words but held fast and did what many thought foolhearty and impossible.



A year later.



Hostess Cora Loken.



Carol Derby
Concessions.



Beauty Shop Display
Courtesy Ritter's School of Beauty



1992 Quilt Raffle

Auxiliary Highlights



Dianne Larson
Auxiliary Crafts

- 1972 - Organized to assist the LRPT Association
- 1978 - Established room displays in Agricultural Museum
- 1979 - Purchased food stand to sell BBQ's & lunches moved historic log home to the grounds
- 1983 - Pioneer Fashion Show
- 1984 - Moved room displays to new Headquarters Building
- 1985 - Moved red schoolhouse to a more favorable location
- 1986 - Interior and exterior maintenance of red schoolhouse
- 1987 - Maintenance of white schoolhouse & built canopy roof over display rooms
- 1988 - Interior and exterior maintenance of railroad depot
- 1989 - Move and begin restoration of historic residence
- 1990 - Complete restoration of historic residence
- 1991 - Construction of Sawmill Cafe
- 1992 - Addition of patio and tables and benches at Sawmill Cafe
- 1993 - Remodeling of Headquarters into Country Store sales area



Mary Wold
Braiding for Raffle



Ruth Matchinsky Scrounging for Display Treasures.



Dodie Halvorson, Helen Martinson and Marge Melby churning butter in the 1970's.



Loraine Melby at the Sawmill Cafe.



Schoolhouse Crafts.



Henry Fenner weaving rugs.



Nurse Leona Hames taking blood pressure check.



Children's Corner Vintage apparel.

SALT PORK and MILK GRAVY

4 Servings

Dip thin slices of:

Salt pork (1 pound)

In:

Boiling water

Then in:

Corn meal

Brown it slowly in a skillet. Turn it frequently. Thicken:

2 tablespoons drippings

With:

2 tablespoons flour (see Gravy, page 377)

Pour in slowly:

1 cup milk

Serve the pork with:

Potatoes, boiled or baked

Flour Sack Underwear

When I was a maiden fair,
Mama made our underwear.
With five tots and Pa's poor pay

How could she buy us
lingerie?

Monograms and fancy
stitches

Were not OUR flour sack
britches;

Just panty waists that stood
the test —

Gold Medal's seal upon the
chest.

Little pants were best of all
With a scene I still recall —

Harvestors gleaning wheat
Right across the little seat!

Tougher than a grizzly bear
Was our flour sack

underwear.

Plain or fancy, 3 feet wide,
Stronger than a hippo's hide!

Through the years each Jill
and Jack

Wore this sturdy garb of sack.
Waste not, want not, we

soon learned

Penny saved, a penny
earned.

Bedspreads, curtains, tea
towels, too,

And tablecloths were all
reused.

But the best beyond
compare

Was our flour sack
underwear!

— Author Anonymous

Recipes and Remedies

If you STEP ON A NAIL, bind a poultice of bread soaked in milk to the wound draw out any infection.

For an EARACHE find the little black beetle that lives in rotten logs and break it in two. There is one drop of liquid in it. Put that in the ear.

Tea made from hot water and corn silk will cure BED-WETTING in children.

**SALT RISING BREAD**

3 five by ten inch loaves

This fine bread is as temperamental as a prima donna. Do not attempt it in damp, cold weather unless the house is heated. Protect the batter from draughts. Measure:

 $\frac{1}{2}$ cup coarse white corn meal

Scald and pour over the corn meal:

3 cups milk

Permit it to stand in a warm place until it ferments (for about 24 hours). An old cookbook says: "Keep it warm with a hot water bottle or a hot iron." Heat until lukewarm:

3 cups milk

 $\frac{3}{4}$ tablespoon salt

1 tablespoon sugar

5 tablespoons lard

Stir in:

 $3\frac{1}{2}$ cups sifted bread flour

Stir in the corn mixture. Place the bowl containing these ingredients in a pan of lukewarm water for about 2 hours (until bubbles work up from the bottom). Stir in:

5 cups sifted bread flour

Knead in until smooth:

 $2\frac{1}{2}$ cups sifted bread flour

Place the dough in three greased 5 x 10 inch pans until it has doubled in bulk. Place the loaves in a moderate oven 350° for about 15 minutes. Increase the heat gradually to 425°. Bake the bread for about 1 hour.

RHUBARB BREAD PUDDING

6 Servings

Wash, peel and dice:

Rhubarb

There should be 2 cupfuls. Add:

10 tablespoons sugar

2 cups bread crumbs

1 tablespoon grated lemon rind

 $1\frac{1}{2}$ tablespoons lemon juice

Beat well:

1 cup milk

1 egg

Stir these ingredients into the rhubarb mixture. Place the pudding in a buttered baking dish. Dot the top generously with:

Butter

Bake the pudding covered in a moderate oven 375° for about 1 hour.

Your woolens, like your husband, should be treated with care. Never wash woolens in hot water; use lukewarm water with 3 to 4 inches of suds. Don't soak, and don't leave in the washing machine longer than three minutes. Rinse in three waters and press out the excess of water gently. Don't squeeze or twist. Finally, dry on forms or on a flay surface.

BAKED SLICED BEETS I

Beets burn easily and smell to heaven. Having run across the following rule, I can now serve all the beets I want without giving the household one obnoxious whiff.

Peel, then slice or chop fine:

16 medium-sized beets

Grease a 7 inch baking dish. Place the beets in it in layers. Season them with:

 $\frac{1}{4}$ cup sugar $\frac{3}{4}$ teaspoon salt $\frac{1}{4}$ teaspoon paprika

Dot them with:

3 tablespoons butter

Sprinkle them with:

Onion juice or sliced onions (optional)

1 tablespoon lemon juice

Add:

 $\frac{1}{3}$ cup water

Cover the dish closely and bake the beets in a hot oven 400° for 30 minutes or until they are tender. Stir them twice.

Recipes from
The Joy of Cooking 1946.

Reflections on School Days Past



School days, school days,
Dear old golden rule days
Readin' and ritin' and rithmetic
Taught to the tune of the hickory stick.



Since the 1800's and up to the 1960's many children learned their ABC's in a one-room school.

School began at 9 o'clock and students with "syrup" dinner pails in hand would arrive as early as they could, after a mile or two hike, so they could play their favorite game before the bell rang. After the bell rang, learning could begin by saluting the flag and memorizing a Daily Quotation. A typical daily schedule submitted by Mrs. Marvin Scott & Pearl Jensen:

9:00-9:10	Opening exercises	1:00-1:10	1st Reading
9:10-9:30	1st grade reading	1:10-1:20	2nd Reading
9:20-9:30	2nd Reading	1:20-1:30	3rd and 4th Language - Spelling
9:30-9:40	3rd Reading	1:30-1:40	5th Language - Spelling
9:40-9:50	4th Reading	1:40-1:50	6th Geography
9:50-10:00	5th Reading	1:50-2:00	7th Geography
10:10-10:20	7th Reading	2:10-2:20	5th History
10:20-10:30	8th Reading	2:20-2:30	6th History
10:30-10:45	Recess	2:30-2:45	Recess
10:45-10:55	1st grade numbers	2:45-3:00	6th Language - Spelling
10:55-11:05	2nd Arithmetic	3:00-3:10	7th Language - Spelling
11:05-11:15	3rd Arithmetic	3:10-3:20	8th Language - Spelling
11-15:11:25	4th Arithmetic	3:20-3:30	6th History
11:35-11:45	6th Arithmetic	3:40-3:50	8th History
11:45-11:50	7th Arithmetic	3:50-4:00	Civics and Hygiene
11:50-12:00	8th Arithmetic	4:00	Dismissal
12:00-1:00	Noon Hour		



The teacher's desk was up front with a bench on each side for each grade to occupy while reciting in class. The time block for each grade was very short but a lot of learning went on in spite of this as younger students learned a lot listening to the students in the upper grades. The children then had good listening skills.

Recess, then as now, was an anticipated time. Unlike the closely supervises play periods today, the children were left on their own to play their favorites: kittenball, anti-l-over, and in the spring-time, marbles. Remember pulling out your bag of marbles, then rolling your favorite shooter in your fingers as you went after the other's glassies and playing for keeps?

Holidays were observed with recitation. We learned poems and speeches and had plays with each pupil having a part to say.

Christmas was the happiest season as there would be the Christmas program being performed on the elegant "bed sheeted" stage. A beautiful fir tree, set away from the wood heater, (a spark would cause a fire) was decorated with hand-made ornaments. Red and green paper chains, popcorn and red berries strung on thread were draped about the room. A Santa Claus was hung in every window. The time comes when all the names were put into a box, each child drew one out. Everyone bought a ten cent present - a gift for another. Sometimes pennies were collected and a box of hankies was bought and given to the teacher.

There are many happy memories from a rural school days. Do we envy the present day modern buildings and equipment, the school bus rides, the "required" closely supervised play, and the cafeteria food?

Dalton Queen of Steam



1990

Queen Loreli Fihn with her court, 1st Runner-up Heidi Akerman, 2nd Runner-up Jennifer Behrens and Miss Congeniality Missy Mosher.



1991

Queen Lisa Mounts with her court, 1st Runner-up Christa Fronning and 2nd Runner-up and Miss Congeniality Debbi Larson.



1992

Queen Tori Beske with her court, 1st Runner-up Missy Mosher and 2nd Runner-up and Miss Congeniality Melissa Norgren.

Queens of Steam

1960 - Mary Rude
 1961 - Linda Otteson
 1962 - Peggy Henderson
 1963 - Kathy Johnson
 1964 - Mary Lou Thunselle
 1965 - Kathy Risbrudt
 1966 - Maxine Bergerson
 1967 - Roberta Overgaard
 1968 - Bonnie Bonnicksen
 1969 - Barbara Nicholson
 1970 - Cheryl Huse
 1971 - Sharon Fick
 1972 - Kay Nelson
 1973 - Maureen Holo
 1974 - Julie Sunblad
 1975 - Sue Mark
 1976 - LaRae Rogers

1977 - Wendy Young
 1978 - Linda Braud
 1979 - Becky Halvorson
 1980 - Joan Melby
 1981 - Shelly Hoff
 1982 - Debbie Mark
 1983 - Michelle Schaub
 1984 - Jennifer Halvorson
 1985 - Sheri Thompson
 1986 - Jackie Behrens
 1987 - Denette Hammer
 1988 - Sheila Lee
 1989 - Christa Mounts
 1990 - Loreli Fihn
 1991 - Lisa Mounts
 1992 - Tori Beske



Pioneer Queens



1989-1990
 Helen (Clarence) and
 Helen (Milt) Martinson.



1991
 Margaret Bratvold

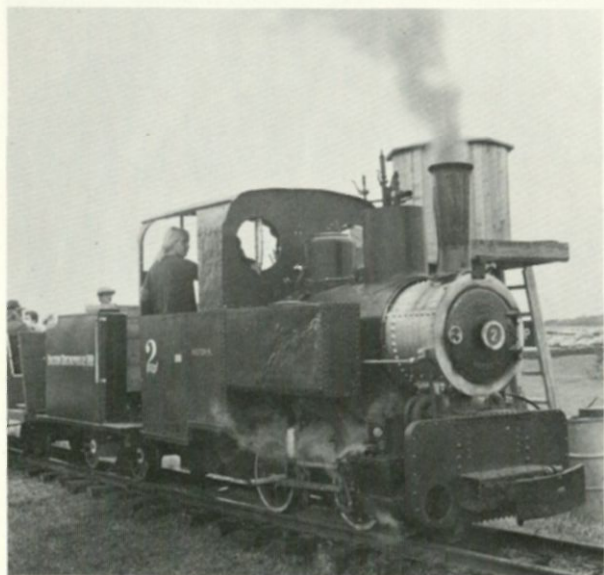


1992
 Francis Aasness

1985 - Mabel Melby
 1986 - Florence Evavold
 1987 - Cora Loken
 1992 - Francis Aasness

1989 - Helen (Milt) Martinson
 1990 - Helen (Clarence) Martinson
 1991 - Margaret Bratvold 1988 - Nora Evavold

All Aboard The Dalton Decauville Railroad by Dan Hutchinson



for a track to be laid in a loop nearly a half mile long. Roadbed was built up and under the supervision of Mr. Phelps, track was laid throughout the summer when workers were available. The loop was completed in August and the Golden spike was driven allowing the loop to complete the circuit.

That same year the Association built a passenger car that could carry up to thirty people and due to its shape the car was named the Hog Trough. In 1988 a caboose was assembled and later redesigned for greater stability. The view from the cupola is a prized position and children (and some adults) compete for the privilege of this vantage point during the ride.

A tender was also added to the train in 1989 to increase the fuel capacity and speed up the operation. The operating season for the train was shortened by the failure of a locomotive wheel bearing on the Saturday of the show.

Over the winter a new axle and bearing were built by Little Pine Machine in Perham. The wheels were sandblasted and given a new coat of paint as was the rest of the Locomotive.

The 1990 season was the last year Otis Phelps was involved in the operation of the railroad. Otis died Nov. 5, 1991 after a battle with cancer and his leadership and wit are greatly missed by all who knew him. His years of experience provided many methods of dealing with problems both with railroads and with people. Otis had three safety rules and taught them to all who worked with him. They were "water glass, water glass and water glass."

The train's operation was shortened in 1991 by the failure of the fusible plug in the loop on Sunday, but few noticed the absence of the train in the deep mud from the previous evenings five inch rainfall.

In 1992 the water tower was moved across the tracks, finally became functional and provided more entertainment for passengers who demand authentic operations. A broken drawbar on the loco was the only delay this year and fifteen minutes were all that was needed to correct the defect.

The staff of the railroad would be glad to answer all questions about railroading and our small part in the continuing development of rail travel. We try to provide as authentic a ride as possible while remaining as economical as narrow gauge railroads were intended to be. Every year around 2000 passengers ride on the Dalton Decauville Railroad in the three days of operation and every effort is made to make it a safe and comfortable ride so everyone can experience the sights and sounds of a ride on a narrow gauge railroad.

The LRPT Association obtained the Great Northern Railroad depot in Dalton and it was moved to the grounds in 1972. That same year Milton Martinson brought a Decauville locomotive to Dalton from New Albin, Iowa. These two acts were the basis for the development of the railroad that we now have.

The Loco appeared at a Centennial celebration for the Burlington Northern Railroad in Fergus Falls in 1979. That summer a short section of track was built near the depot. The rail was donated by the Burlington Northern Railroad due to the efforts of Otis Phelps who helped build the Dalton Decauville.

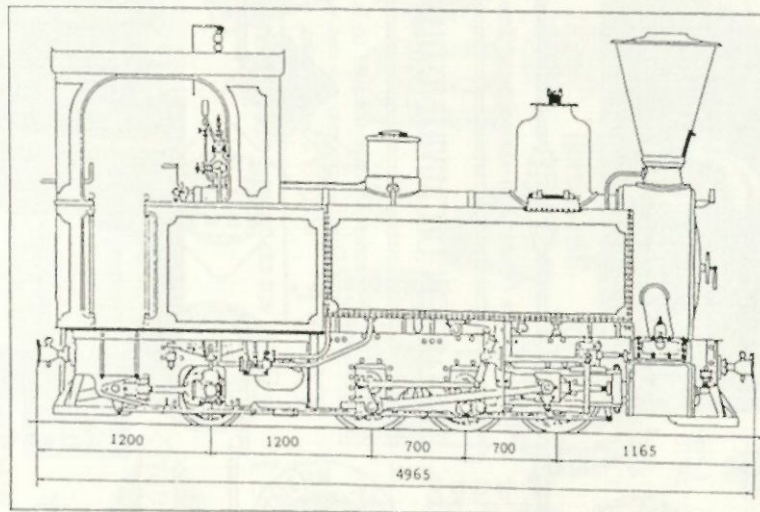
For 36 years Otis worked as a locomotive engineer for the Great Northern and Burlington Northern Railroads before retiring in 1978. Otis spent years working to promote railroad museums and was also helpful in the Rollag Railroad operations.

Otis ran the locomotive on a short section of track in front of the station until 1986 when the LRPT Assoc. allocated land



Otis Phelps

Decauville Locomotives by Dan Hutchinson



The first half of the name of our railroad comes from the loco that provides the power to pull the train. The name is that of Armand Decauville, a sugar beet grower from rural Paris, who when faced with a few wet years in the mid 1800's, built tracks to help harvest his crops. These tracks were assembled in sections built like ladders and bolted together in the fields as they were needed. The lightweight sections were easily moved from field to field and spread the weight of the horse drawn carts used to carry the beets to the distillery. The tracks were only 60 centimeters (23 5/8") wide and were capable of handling very tight curves without upsetting their cars.

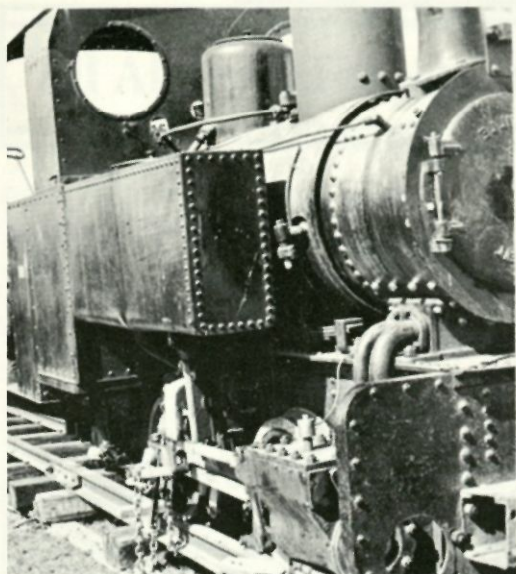
In 1889 Decauville's son, Paul, grew tired of horse drawn wagons and designed a locomotive with the help of the famous designer Anatole Mallet. These locomotives became very popular in France by the turn of the century and the military was one of the biggest customers.

The needs of trench warfare during WW1 were well within the capabilities of these small locos. The ladder sections of track were easy to replace after a lucky artillery gunner made them unusable and the movement of the battle lines were accommodated quickly by the railroad corps. While originally designed for agricultural use, drafting of these locos for warfare was another method of "beating plowshares into swords".

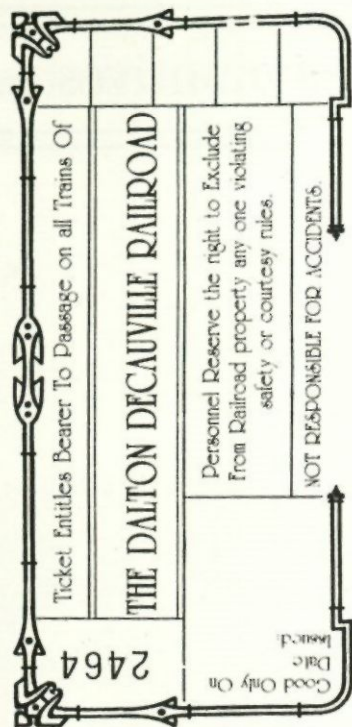
Before and after the war Decauville sold railroad packages with track, locos, cars and accessories included. The sales spread these units throughout the globe and some examples can be found in Sweden. A Mallet locomotive at the Swedish State Railways Museum in Gavle, and a coach in Mariefred, near Stockholm.

Several narrow gauge locos were imported by Jas. Valesh of New Albin, Iowa and his son, Kieth, still runs two in Olwien, Iowa. One German locomotive from the Valesh collection is running the 1st and 3rd Sundays every month at the Prairie Village in Madison, South Dakota. Our loco was sold by Valesh to Milton Martinson of Ashby, MN who brought it to Dalton and made it available to the Threshermen's Ass'n.

A visitor from India informed us that a Decauville is still running near his home, and one is rumored to be operating in the Billings, Montana area. Another example of the 60 CM. gauge railroad can be found in Boothbay, Maine at the Boothbay Railway Village. Ladder track and two foot gauge was used by the cranberry growers in Massachusetts near Edaville the home of a two foot gauge tourist railroad.



1979
Building Straight Track



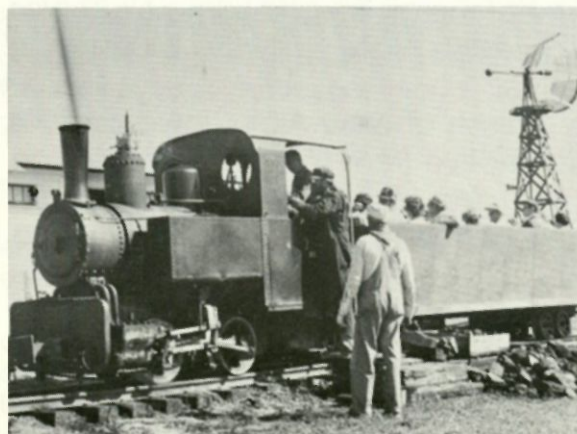
Get your ticket at
the station . . .



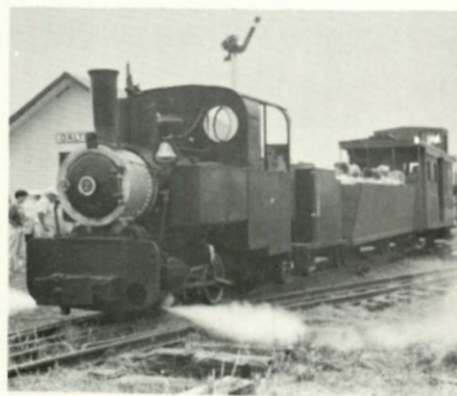
1986
Otis pounding golden
spike on 1/2 mile loop.



Heading in to
the station.



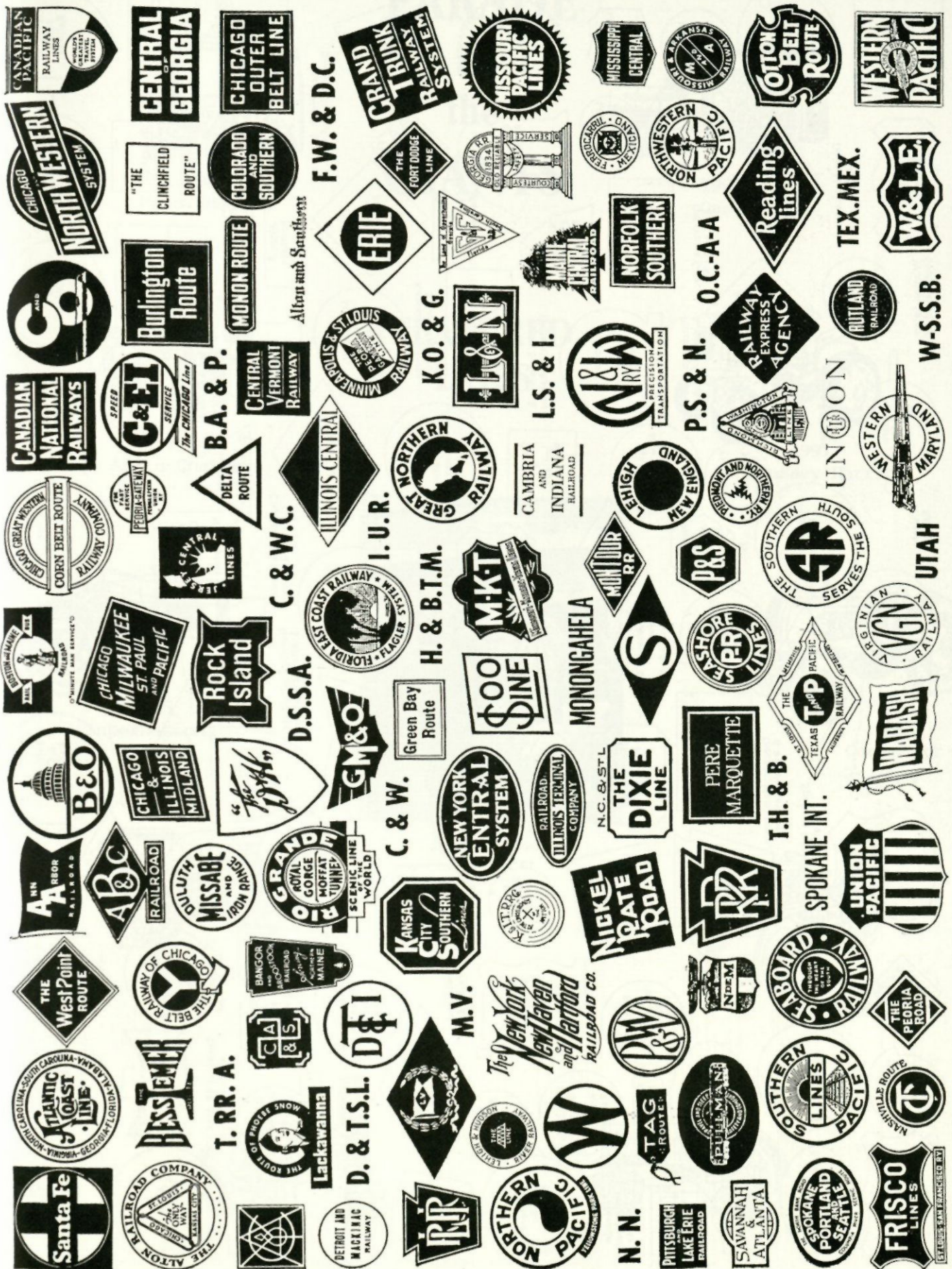
1987
Loco and Hog Trough



1991
Loco, tender, hog trough,
and caboose

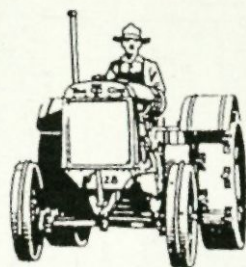


Rounding the curve.

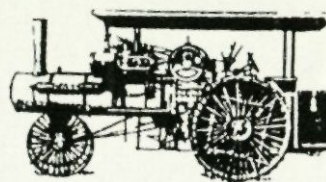


57. Railway Trade-Marks
See Reverse Side for Names of Railroads

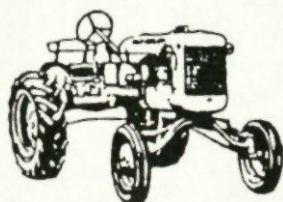
PARADE of the GIANTS



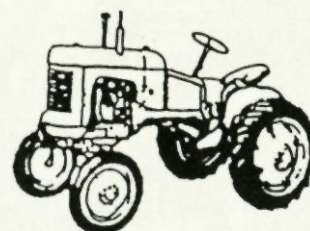
1983
Mpls.-Moline



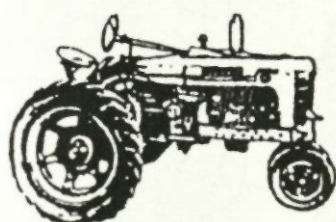
1992
Case



1984
Allis Chalmers



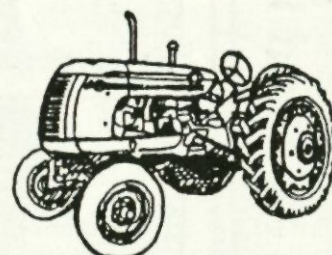
1991
Massey-Harris



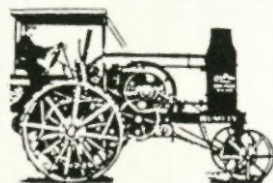
1985
International



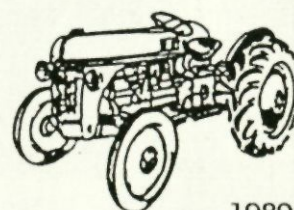
John Halvorson
Announcer



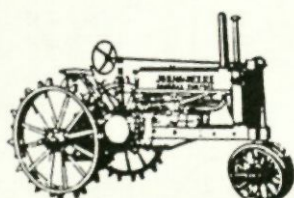
1990
Cockshutt



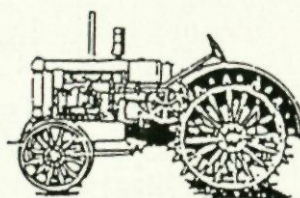
1986
Rumely



1989
Ford



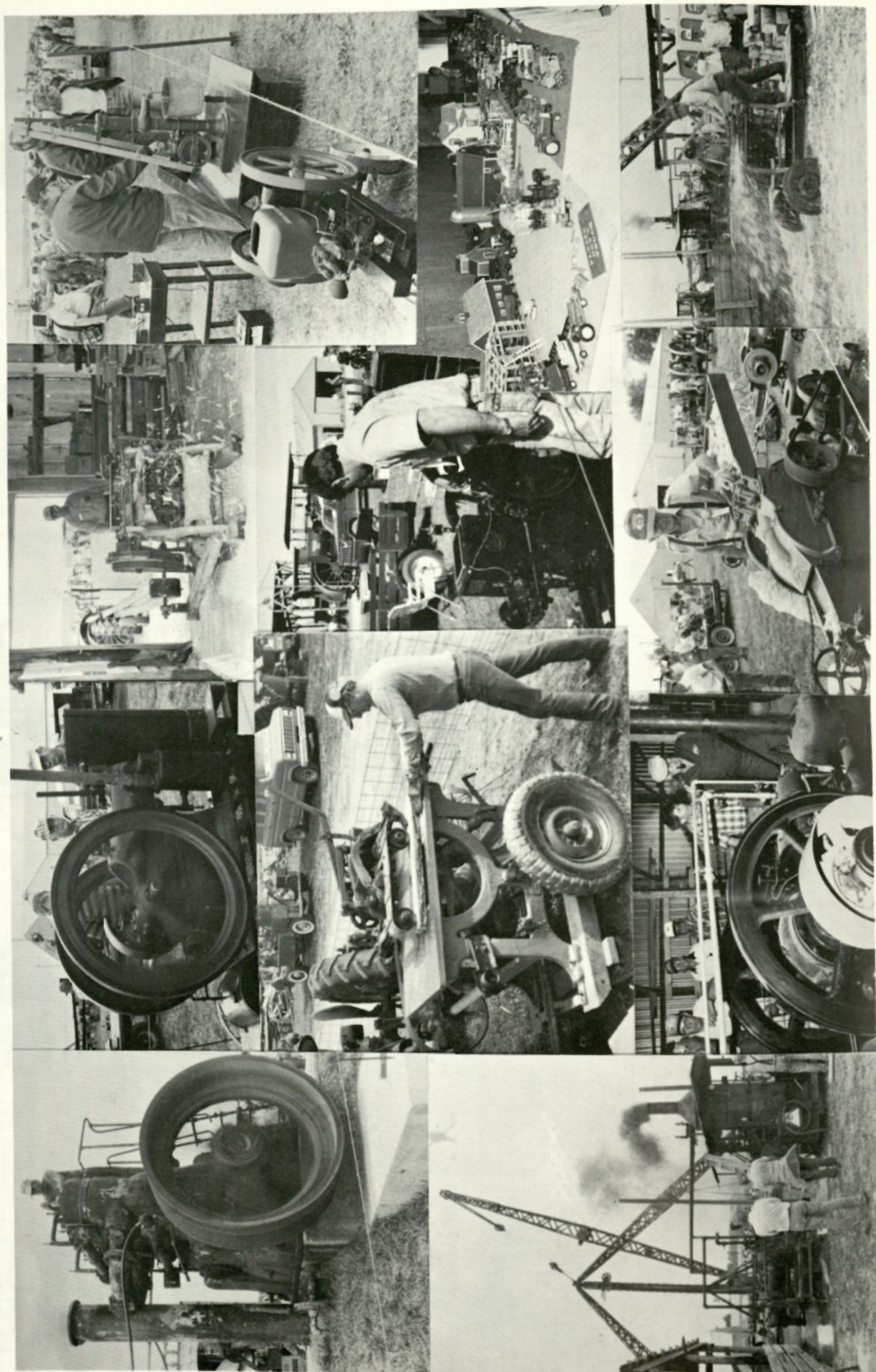
1987
John Deere



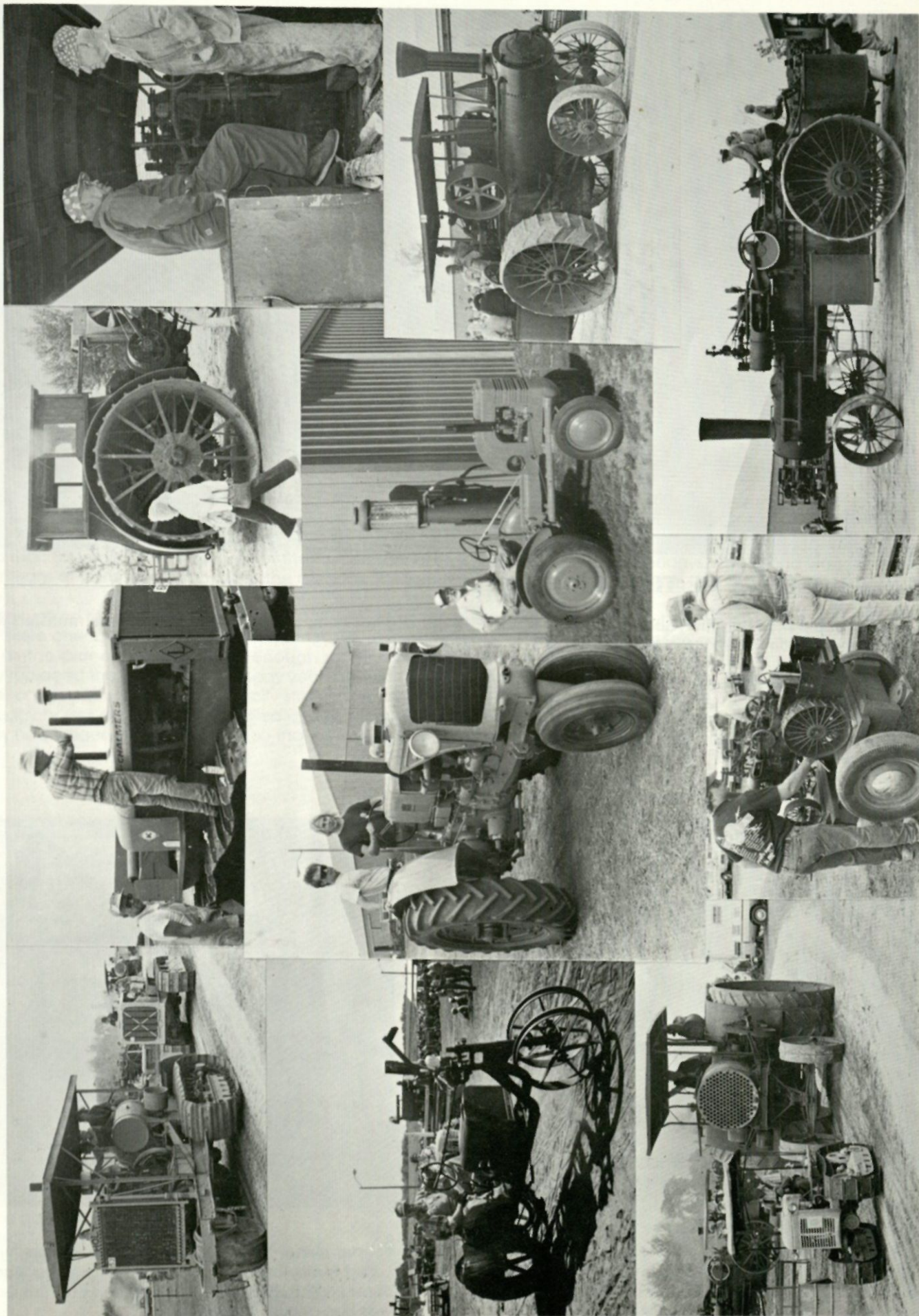
1988
Oliver

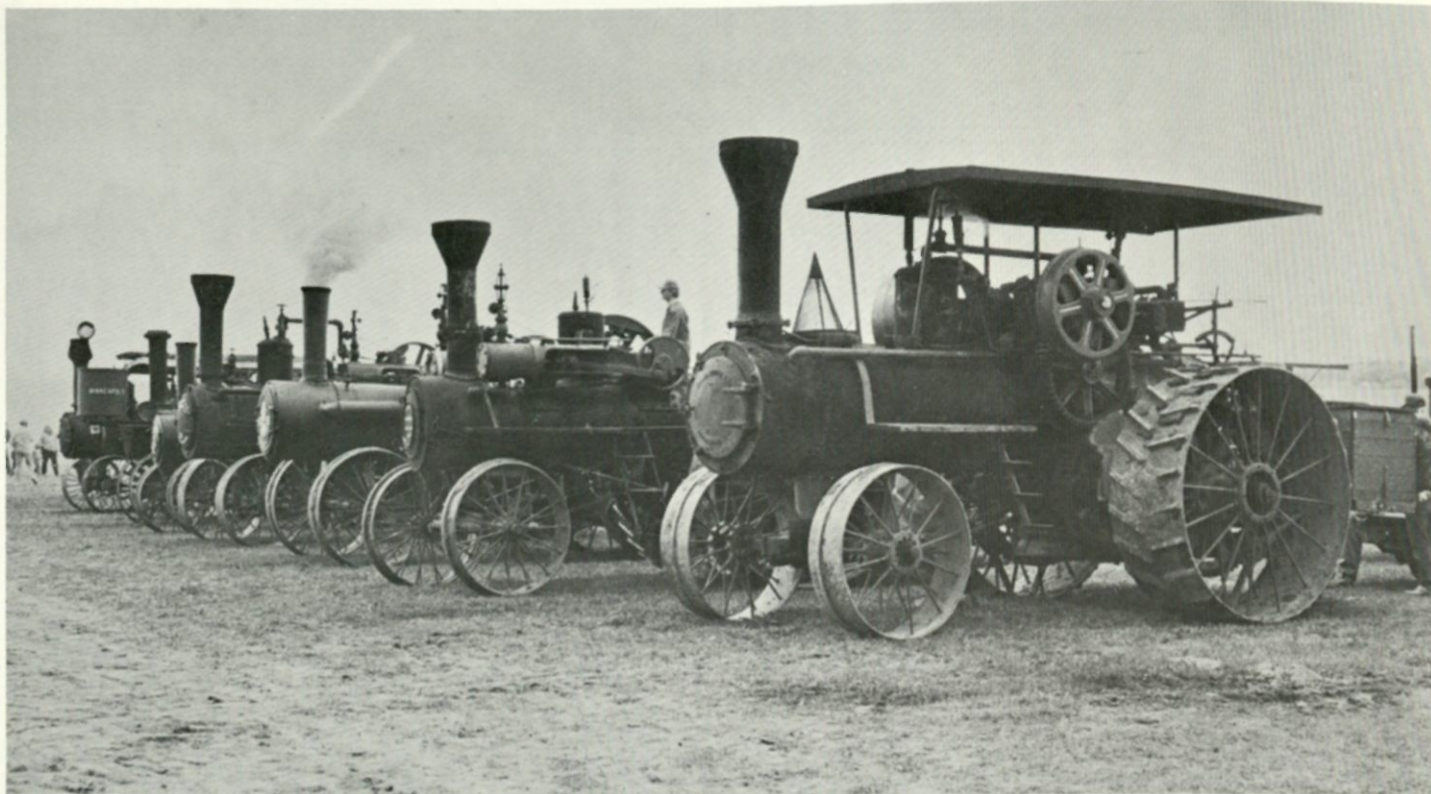
The Only Difference Between Men and Boys is the Price of Their Toys!

Stationary "Toys"



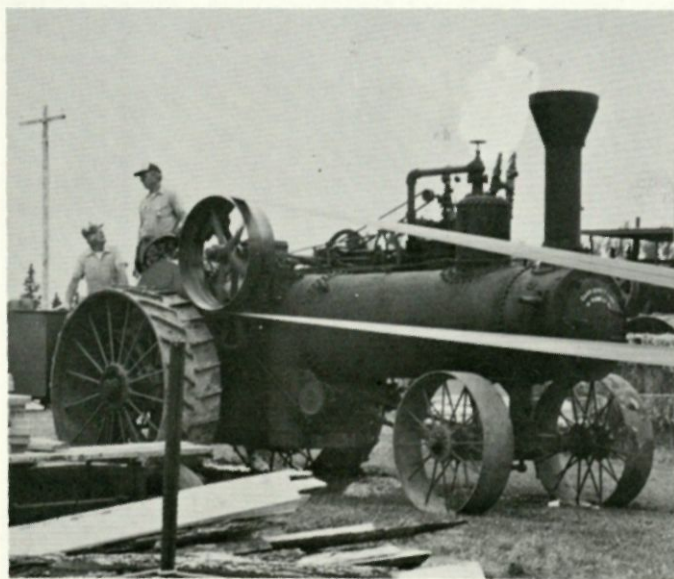
Rolling Stock "Toys"





IRON MONSTERS OF THE HARVEST . . .

Fired up and performing the chores of another age, these old engines bring to life again the invincible monsters that were man's introduction to the age of power.



25 h.p. Single Cylinder Gaar Scott

This was one of the original engines at our first show owned by the late George Melby. Now owned by his son, Glen and grandson, Michael Melby. Belted to our sawmill with Glen at the controls at our 1992 show.



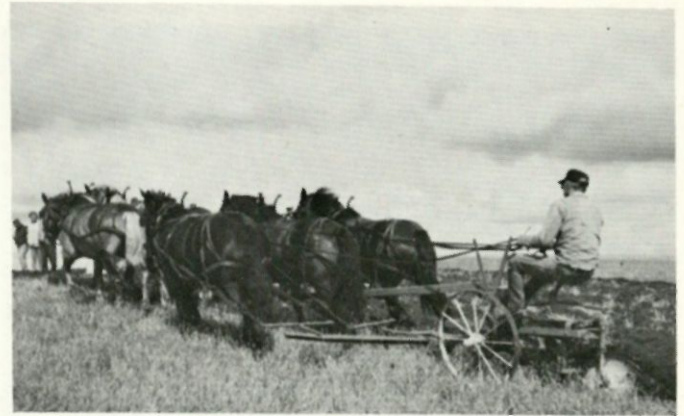
25 h.p. Gaar Scott

Former owner Ralph Melby and now owned by his son, Luther Melby of Dalton. This very engine was Gaar Scott's Show Engine at the MN State Fair in 1910. This Gaar Scott was also at our 1954 show.

Horse Power



Dale Zemplel Chauffer.



Leroy Anderson Plowing.

Excerpts from The Evolution of Horse Power in West Central MN by Geo M. Shervey 6/11/0

Less than 50 years ago 90 percent of the farmers farmed with horses. Horse drawn buggys, sleighs and wagons were the only means of transportation besides the railroads. This was truly not only out in the country but in the cities and villages also.

Oxen walked much slower than horses but were a little bit cheaper to own because they were not fed any oats and also they were cheaper to acquire because they were raised and trained to be oxen from the calves of the owner's cows. As soon as the pioneers had earned enough money to buy horses, which were quite expensive in those days, they gradually replaced the oxen. Not too many years after the turn of the century, the automobile and truck began to replace the horses on the highways and on the city streets. The horses that were used to pull buggies and lighter loads were usually called buggy horses and sometimes called a road team. The riding horses were not as popular in those days like they are now. They had longer and slimmer legs so that they could run faster and would not tire as easily as the heavier horses. The

farm horse by contrast, were of a heavier breed and more suited for pulling heavy loads. In those days horses were a must on every farm. The number of horses needed depended on the size and type of farming done. The temperament of a horse could somewhat be likened to human beings. Those of you that own or have owned several horses can bear me out on that. Some are calm and easily handled, some are flighty, some are lazy, and some are almost impossible.

THE AGE OF A HORSE

To tell the age of any horse
Inspect the lower jaw of course.
Two middle nippers you'll behold
Before the colt is two weeks old.
Twelve months the corners cut the gum.
At two the middle nippers drop;
At three the second pair can't stop.
At four years old the side pair shows;
At five a full new mouth he grows.
Black spots will pass from view
At six years from the middle two.
The side two pairs at seven years,
And eight will find the corners clear.
The middle nipper, upper jaw
At nine the black spots will withdraw.
At ten years old the sides are light;
Eleven finds the corners white.
As time goes on the horseman know,
The oval teeth three-sided grow.
They longer get, project before,
Til twenty when we know no more.

(Author Unknown)



Bundle Wagon.

Cars, Boats and Trucks



1925 Chevrolet and owner, Herb Rose.

Dick Kausler's hobby is restoring vintage crafts. The restoration projects involve replacing wood, stripping paint, replacing decking and ribs, not to mention the staining and varnishing, which can take from five to more than ten coats before the project is finished.

The renovations take around 20 hours of work plus an estimated \$400 for costs on an average boat-repairing job. The boats that he has repaired include a 1952 Alexandria rowboat, a 1961 Thompson and a 1946 Imperial Sportsman.



Kausler's boats on display at the show.



Samson 1-1/4 Ton.

NW of Dalton. The lumber was kiln dried at the old Northwestern Sash & Door Company in Fergus Falls, MN.

Vernon L. Jensen donated this truck to the L.R.P.T.A. in 1992.

Herb and Adeline Rose purchased this 1925 Chevrolet 4 door in 1974. It had been painted black so they stripped the body down to the metal and did a lot of sanding. It was then painted the original color. They put on a new vinyl top and put in new headlining and door panels but the upholstery is still the original. Herb completely restored the mechanical parts. This car was purchased at Minnesota Motor in 1925 by Swede Johnson from Breckenridge, MN.

The Rose's also have a 1953 Chevrolet and 1965 Chevrolet Caprice that are both in original condition.

This Samson was purchased new by Hans Tronson of Underwood for his dray business. Anton Nelson purchased the truck in the early 20's and used it on his farm east of Fergus Falls, MN to haul livestock and grain. Sanford Nelson, Anton's son, sold the truck to Vernon L. Jensen who restored it.

Samson was produced from 1919 to 1923 by Samson Tractor Company, a division of GM in Janesville, WI. In the truckline they produced a 3/4 ton and a 1-1/4 ton, no cab was supplied. They used the Chevrolet FB engine in the 1-1/4 ton model.

The cab on this Samson was made by someone in the Underwood area. The grain box on it was replaced with oak wood cut on the Running Farm located approximately 6-7 miles

Allis-Chalmers Corliss Steam Engine by Charles Dalseide

One of the most significant artifacts of industrial history at Dalton is the Allis-Chalmers Corliss Steam Engine. It is impressive, not just for its size and mechanical beauty, but also for the way that it connects with such an interesting part of America's industrial heritage

This particular engine is a monument to several respected institutions of our culture. It incorporates the famous George Corliss patented valve system. It was built by Allis-Chalmers for the REO Motor Company in Lansing, Michigan, and used from 1904 till the end of the factory in the 1970's. The REO factory built REO cars, REO trucks, Military 6x6's, Transit buses, School buses, bodies for some Franklin cars and Mack trucks, lawn mowers (Wheelhorse) and was merged with Diamond T trucks at the end. REO was the second car business established by Ransom Eli Olds, — he also was the founder of the Oldsmobile Company, which built the first successful mass-produced cars in the US.

Engines of this general type once powered almost all of American industry until electricity began to take over. Some of these engines are still in service, having run for almost 100 years. They can be found in city water systems, Universities, Sanitariums, etc. In fact, a winter day in Minneapolis, you may detect puffs of steam coming from old buildings that give almost certain evidence that a steam engine is running inside. Examples include the University heating plant in the old streetcar power plant and the old Pillsbury mill.

These old-fashioned engines survived for many years in hospitals, creameries, and food processing mills because these industries use a lot of hot steam and water for washing, sanitizing, heating and cooking. Since a boiler must be fired anyway, a steam engine can be put into the steam line and used to power generators, a compressors and water pumps. This type of co-generation saves money overall and justifies keeping old engines in service.

The Corliss design was developed before the Civil War and was successful in spite of extra complexity because it used less steam and coal. The conventional steam engines are more common though, because they are more rugged and simpler to produce and maintain. Even more efficient designs were built, particularly in French locomotives, but most areas do not have as well-trained engineers and mechanics. In China, they still build new steam locomotives, but they are of the conventional design.

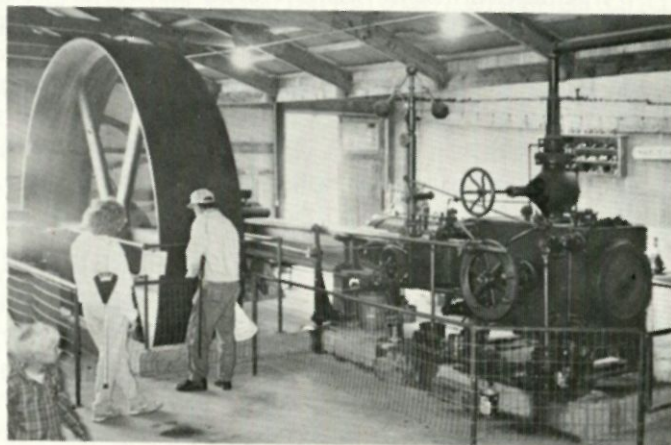
The principle behind the Corliss valve system is to increase efficiency by closing inlet valves more suddenly, and earlier in the stroke so that the steam can expand for a longer distance before exhausted. To develop more horsepower, the governor delays closing the valve until later so that more steam goes into the cylinder. At the same time, efficiency is increased by better timing of the exhaust valves.

When watching the engine run, you will notice that the valves are suddenly released. A plunger dashpot vacuum helps close the valves keeps them from hammering and makes the engine run quietly with some clicks. The valves are a rotary type, one on each end of the cylinder for intake, and one on each end for exhaust. Conventional engines use sliding valves which combine intake and exhaust for both ends into one piece. This makes the engine cheaper to build, but it wastes energy because the valve opens and closes gradually which wastes steam pressure, and also prevents independent control of the exhaust valve which builds up back pressure and wastes power.

Allis-Chalmers was a great company in American heavy industry. It was created by mergers and acquisitions until its rather sudden failure in the 1970's. A-C was a respected name in the electrical power industry: engines, turbines, nuclear power, and fuel cells. It expanded to agriculture by absorbing such companies as Avery, Rumley, Gleaner and Monarch. They were famous for introducing rubber tired tractors (which won many tractor races until the Ford 9N) the round hay bale, the hydraulic bulldozer, etc.

To sum up the state of affairs at the present time, the following can be said. Corliss engines are still to be found both working and on display. The REO name is still used on heavy Diamond REO dump trucks used for mining and earth moving, and also the music business, "REO Speedwagon" and "Diamond Rio", the latter spelled to avoid copyrights. The REO lawnmower business became Wheelhorse, which is now owned by Toro of Minneapolis. Oldsmobile continues to be a successful model for General Motors after nearly 100 years. Poor Allis-Chalmers is just a shadow of its former greatness. I believe only one division still exists. The farm machinery division became German-owned, but couldn't survive without being merged to AGCO along with the remnants of White, Minneapolis Moline, Oliver and Cockshutt. The old Monarch crawler factory was taken over by FIAT of Italy, which still has a small production under the name FIAT-ALLIS.

The author of this article has had an interest steam engines since boyhood, is a fluid power and power transmission design engineer. He was once employed by Allis-Chalmers at the old Monarch plant in Springfield, Illinois. He is a member of the REO Car Club and owns the 1949 REO Speedwagon that his dad bought new, and a REO Flying Cloud Sedan.



A Walking Tour of the Steam Room by Steve Andrews

The Steam Room has a varied collection of stationary steam engines that represent several different valves and governors. We have a piston valve engine, several slide or "D" valves and three Corliss valved engines, two of which are non-releasing and one that does release. There are some engines that have flyball type governors, and three that have governors designed into the flywheels.

The first engine on your right as you enter the steam room is an Ideal Engine, built by A.L. Ide and Sons, Springfield, Illinois. It is piston valved and sports a steam separator; the vertical black tank near the cylinder. The flywheel governor is very noticeable on this engine, and shows the principle of operation. The Ideal has an enclosed crankshaft and part of the lubrication is the same splash type used in internal combustion noisemakers.

The next engine is of an undetermined make and is on the injured list with a maladjusted crankshaft. It is a project on the list of things to do, but it does have an interesting physical property. Since its injury, it has attracted buckets of oil, hoses, assorted articles fashioned of metal that display an interesting patina of rust, and one huge clevis. I'm concerned that this brood is breeding and multiplying.

Mankato is the birthplace of the next horizontal. This is the first engine I started with Charles Loken instructing. It is out of a creamery, I don't know which one, but provided belt power to a line shaft. It has a flyball governor and centrifugal force moves the balls outward. The shaft to which they are attached is fixed to a balanced valve to regulate the steam allowed into the steam chest, thus controlling the speed. The valve is the "D" type.

Next are two verticals. They sat unattended for several years until 1992 when they were reattached to the steam line. The larger is enclosed, but the smaller is a cute unit that reminds me of the provider of power on the African Queen.

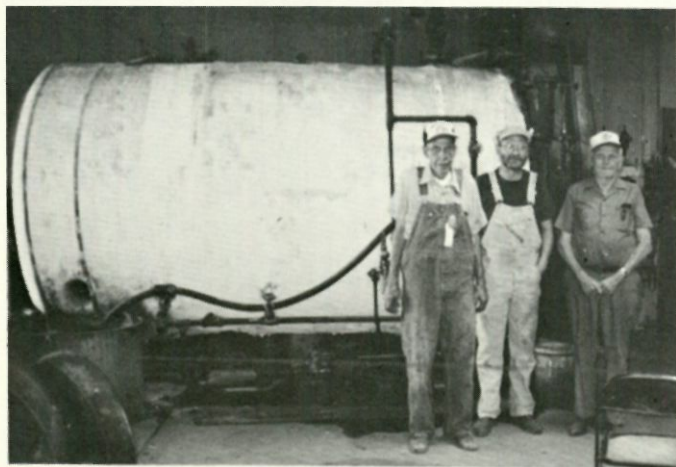
Park Region Dairy was the previous home of the red non-releasing Corliss in the corner. It was also made by E.A. Ide & Sons, thus we have the Ideal Corliss. This unit like the one up front is designed to generate electricity, so the flywheel governor is attached to the rods evident on the engine. The top set operates the steam admission, while the bottom ones control the exhaust. This engine, designed to run at 200 rpm is run here at a slower speed, making it a drain on the head of steam we have, so it is only run on a sporadic basis.

Browerville creamery provided the Chuse Corliss, the green one. It is another steam consumer, so we have it on the same diet as the Ideal. The governor operates on the same idea as the other, but has a different way of regulating the steam. I should add, both non-releasing Corlisses have steam separators above their steam chests.

Now we come to the queen of the steam room, the Allis-Corliss. This beauty powered at least one line shaft at the REO truck plant in Detroit. Built in 1906 it runs well and the rhythmic clicking of the releasing valves

provides the pacifying sound that hypnotizes those watching and listening. The engine itself is girder framed, and turns a flywheel of about 15 feet. The flyball governor controls the reach rods that, in turn, trip the cutoff valves for steam admission. Those things on the floor that go "chung" are dash pots. In normal operation, these would be creating a near perfect vacuum to pull their pistons back to ensure an immediate cutoff of steam admission. The piston is 20 inches in diameter with a 42 inch stroke. This engine runs all day, sipping steam, and provides all with a sense of awe. Another item of interest on the flywheel, if you watch the spokes you can see the wood grain of the original casting pattern.

The crew of the steam room are always at your disposal so don't be afraid to ask. You may have to let them break away to feed the boiler, it eats a lot of wood and water, but they're ready to explain or find the answer.



The crew on the Steam Room Boiler, Charlie Loken, Steve Andrews and Ancel Bishop. Charles and Ancel are sadly missed.

A Tribute to Charles Loken by Cora Loken

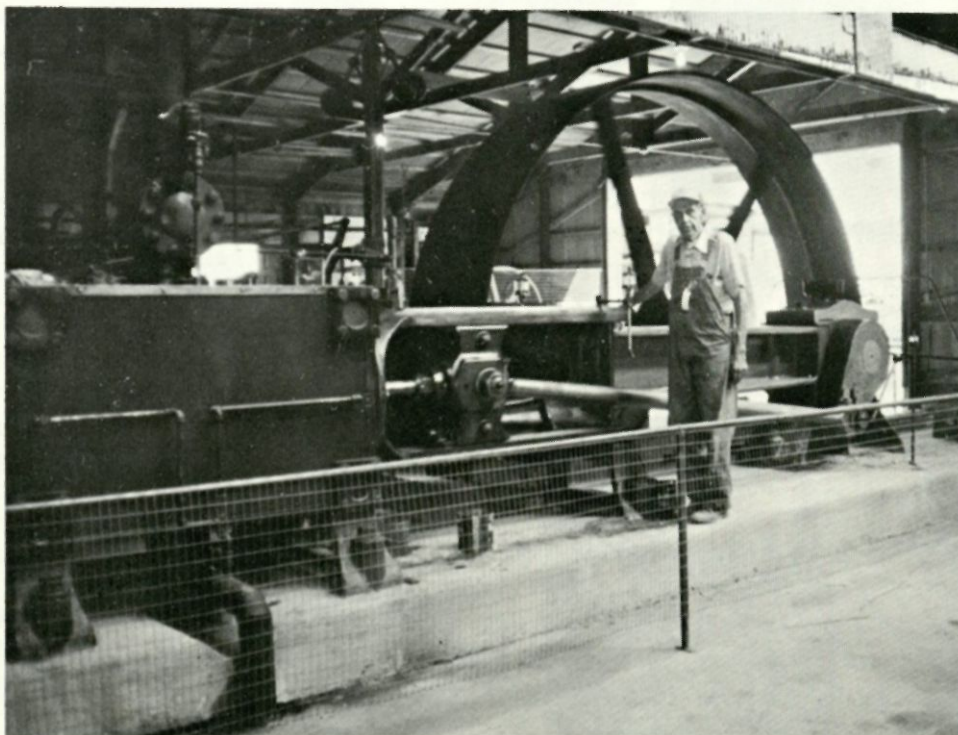
Charles was involved in steam engines all his life. His dad ran steam engines and threshing machines so Charles naturally became interested at an early age and continued all his life.

With all the knowledge of steam engines and his interest in it, he just continued the involvement in the Threshing Association.

Every summer he would get excited about the threshing annual get together in Dalton. The steam room was his special place to be. He looked forward to every fall when we'd take our camper and spend 7-10 days in Dalton. After I retired I joined the Auxiliary so I could spend time there too. They were very happy days for us. We made so many dear friends there.

I will continue to be a member of the association in honor of Charles, even though I can't do much work anymore.

In Memory Charles Loken 3-25-05 - 4-13-92



Charles with his pride and joy, The Corliss.

Who's Who

Our heartfelt thanks to these folks and all our other friends from near and far who faithfully pitch in to make our show successful. We couldn't do it without you!



Joan Anderson
Fergus Falls



Phyllis and C. A. Evans
Harrisburg, MO



Arlene Melby
Fergus Falls



Adeline Rose
Fergus Falls



Amy Fitch
Fergus Falls



Clarence Martinson
Dalton



Phil and Betty Blanchard
Grayslake, IL

Joyce and Avery Stevens
St. Stevens, IL

Al Heady and daughter
Erie, KS

Gene Davenport
Fergus Falls

Melva Leighty
Rochester, MN



Hilda Nelson
Rosholt, SD



Luella Lebacken
Salem, OR



Margaret Bratvold
Ashby



Doris Hanson
Fergus Falls

In Memory ~ Dale Akerman

August 17, 1925-April 21, 1991

Valuable Lessons

by HEIDI AKERMAN
Ashby High School

My grandpa has had a significant, positive influence in my life. Dale Akerman was like a valuable lesson book to me.

At an early age I was taught to be thankful for what I have received. Every meal was preceded by a prayer of thanks. I was not allowed to leave the table after a meal until my plate was scraped clean. Grandpa did not let a single scrap go to waste. If I absolutely could not finish my food, he came to my rescue by acting as a garbage disposal for it. Later I realized that some people are not as privileged as we, so we should take advantage of our edible food.

Grandpa was always the first to greet others, offer compliments, invite others along to activities, express his love or thanks, and offer hugs and kisses. If a new neighbor needed help with chores, Grandpa was more than willing to help acquaint them with our area. Money was never a consideration. For example, he would refuse payment for doing chores or other simple tasks that were simply courteous and hospitable to him. Regardless of the circumstances, Grandpa was always in that particular place at the right time. By watching him, I learned that being kind to others makes them feel loved, and that the helper receives the greater reward.

Another reason I admired my Grandpawais because he always took the time to make memories for his 13 grandchildren. Traditional activities included snowmobile rides, softball games, card games, family Christmas programs, roller-skating, games at Sunday School picnics, swimming at the lake, steam engine rides, helping with chores, hayrides, Christmas caroling and birthday parties. Each time my grandfather and I were together, it seemed a lesson was taught. He made every occasion worthwhile for me.



Dale's last year on the sawmill.

My grandfather was a great encouragement to me. He frequently reminded me that I am special, and he taught me to believe in myself. His religious beliefs have become an important part of my life. Grandpa was an excellent role model. Because he remained firm in his beliefs, he was acknowledged as a man of considerable stature.

On April 21, 1991, Grandpa died of cancer. Before his death, however he continued to wear a smile. He knew his work here was finished. He was ready to go to a far greater place, with streets of silver and gold, and no more tears or pain.

Now Grandpa is gone; however, I still believe that he loves me and he continues to be just as proud of me. I will always remember the lasting impression he left with me: I can be the person God created me to be. The influence he had on me serves as the basis for my entire life. For that, I owe him a million thanks.

The 110 Ton Wheelock

A Tribute to Milt Martinson

by Helen Martinson

The Threshing Show is coming soon
To the town of Dalton it's a soon.
For people drive in their campers & cars
Coming from places near and far.

This year the show just won't be the same
It has changed a lot since we first came
But now there are so many missing faces
I look around and they're not in their places.

There's one that I miss more than the rest
Of course, to me he was the best.
He loved his coffee - drank cup after cup
Especially when he was cold and wanted to
warm up.

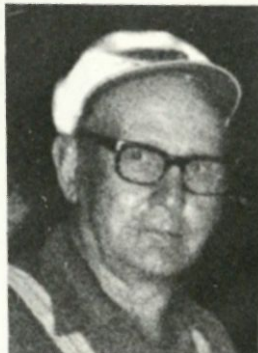
He was so proud when they got the big
Wheelock.

To work on that took sturdy stock.
It took many truck loads - many tons
When they got that assembled it was a job well
done.

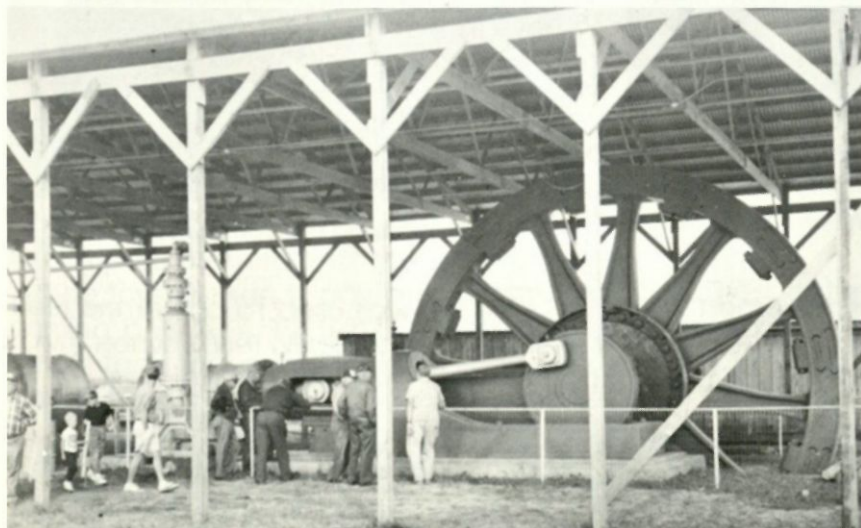
He worked on his Oil Pulls, his favorite old tractors.
Replaced flues in Steam Engines; time wasn't a
factor.

He loved every bit of the time that he spent
And talked about Dalton wherever he went.

We'll miss this man - my husband Milt
By men like this the Association was built.



Early Assembly.



Sheltered from the elements.



The Caretakers

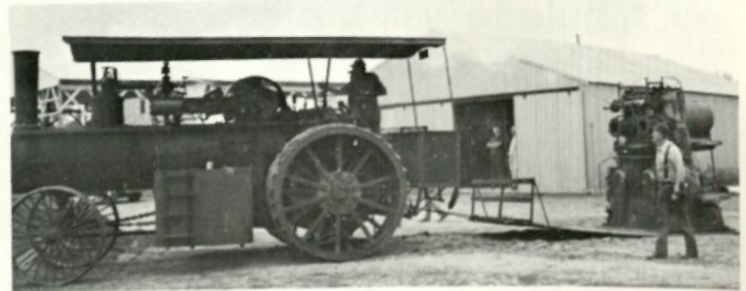
Norm Meinart and Norm Schirmer

We shall miss Norm Schirmer's hearty laugh, warm smile and willingness to give so freely of his time for the benefit of the Association. Norm died November 1992.

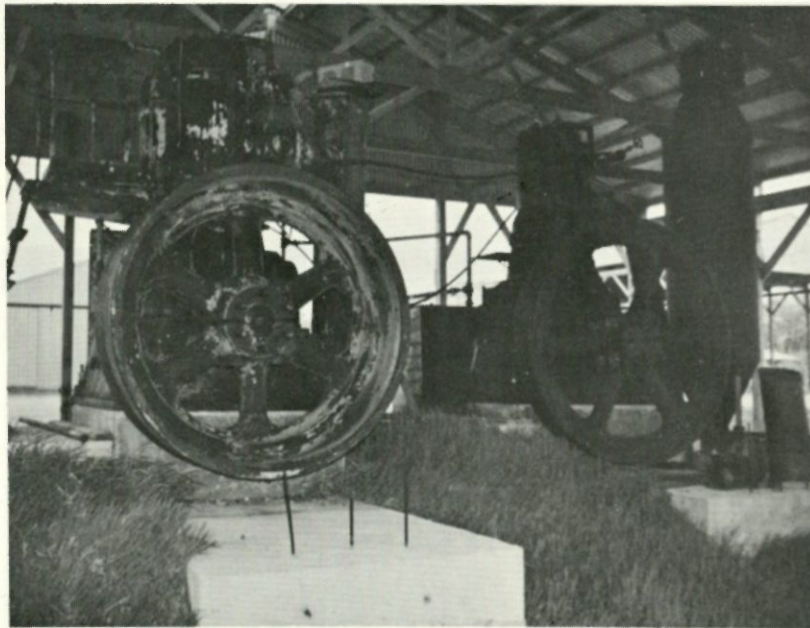
Fairbanks Morse Diesels



The Fairbanks Morse engines under shelter.



Skidding into position.



The Fairbanks Morse engines under shelter.



Bring her down easy!

The 75 HP Fairbanks Morse diesel was made some time in the 1920's. It was used to power the feed mill in Millerville, MN. In later years it was used as stand-by power until the early 1960's when it was abandoned. It is a two cycle oil engine with 14" piston and operating RPM's of 300 and air start.

The 150 HP diesel Fairbanks Morse twin cylinder was used in the Granite Quarry in Bellingham, MN, to run the crane and air compressor to run the tools. It was used up until the late 1970's and then it was donated to the Dalton Threshermen's Association. It has two 14" pistons and operating RPM's of 300 and air start. This engine was made some time in the 1920's.

Toy Box Talking

by LeRoy Anderson



LeRoy Anderson at 1990 LRPT Show.

Farm toys either manufactured or homemade have been displayed in one form or another almost since the beginning of the Lake Region Pioneer Threshermen's Show. The first toys were not as a display but individual pieces brought to the show by the children of the participants. Some of these toys were made of wood by parents, grandparents or other relatives and friends. Some were made of metal to resemble steam engines, tractors, trucks and farm implements. The power source was steam, compressed air, battery, electricity, rubber bands, spring action either wind up or friction. From the early models came refinements, often by someone who decided to produce them in large numbers using some of the designs of the homemade models. Early

machinery manufacturers used toy models to show their prospective dealers what the real machine would look like, these were called salesman's samples. Today those salesman's samples are some of the most sought after models by toy collectors and bring an extremely large amount of money.

Some of the first toys displayed at LRPTA were early bicycles, trikes and homemade wooden wagons, doll houses, farm building sets with animals and machinery. These displays were in various areas of different buildings on the grounds as space permitted.

1984 was the first year a display of farm toys appeared at LRPTA in a group. The display was in the steam room with the scale model gas and steam engines operated by steam or air. John Halvorson, Melvin Mickelson and LeRoy Anderson set up the display. In the years following, toys have been displayed in the white school house, the museum, the south end of the steam building and last year the steel quonset. Most of the displayers are members of our association, in addition to those listed above some of the others are Lavern Simdorn, Alvin Fieldseth, Herb Rose, Bill Aasness, Gary Luetgers, Wayne Swenson, Tom Johnson, Jon Combs, Jonathon Bratvold, Terry Friesen, Alfred Anderson and Jim Gohdes. Harold Erlandson has displayed his scale model farm yard set complete with buildings, roads, fields, crops, fences, people, animals and machinery.

Toys in one form or another have been part of human life since the first child was born. The toys were bones, rocks, twigs, pieces of hides, etc. Stick people and animals were the first crude forms to take a representative shape to be used as a toy. The oldest known are from the Asian Continent, recovered from caves used for dwellings. Dolls were the most common form to be used with consistency for thousands of years. Refinements in toys were slow to develop as there was very little to compare them to and no need for improvement.

The toys we see today are a result of the progress of the last century, the greatest development coming between 1915-1930. Refinements resulted after that, refinements on dolls occurred years before farm toys and I think this shows the skills of women because they had to deal with the children day and night and could see what satisfied their children.

1986 saw the start of the LRPTA Toy Tractor Series with 86 Rumelys produced for us by Pioneer Collectibles of Spring Valley MN. The 1987 tractor was the John Deere D. 1988 was the Oliver 88, 1989 was the Ford 9N, 1990 was the Cockshutt Blackhawk, 1991 was the Massey-Harris 30, 1992 was the Case SC and 1993 will be the UB Moline. The seven models we have produced are close to being sold out. The total number produced in those seven models is 1,596. These toys are listed in National

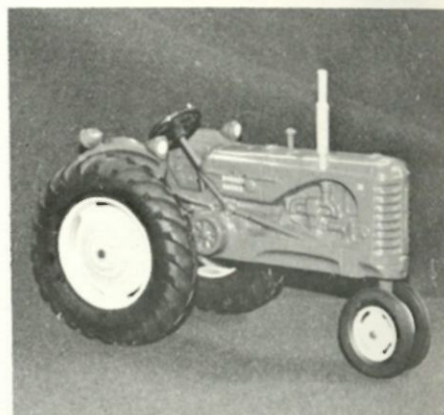
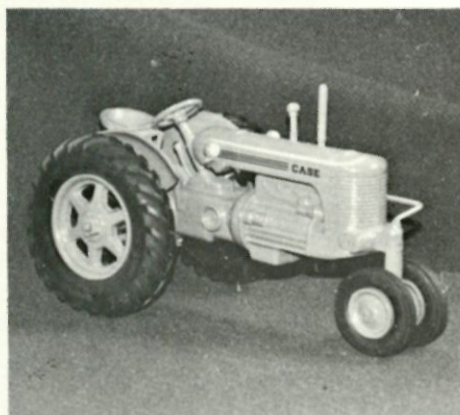
Toy Price Guide books and are sold in almost every state and some foreign countries.

Comparing our toys to those made by the major manufacturers, some of theirs may have better finish but ours are going to finish better. To explain this statement, the major manufacturers produce thousands of each model and make several different models of the same make. This is done to keep the final cost of the product as low as possible by dealing in volume. Some models sell much better than other models and that can leave the manufacturer with hundreds of unsold toys. These models are made with a lot of study as to their marketability, demand and profit potential. Not all achieve that level, in fact, to be generous less than half reach the level where they increase in value in the first few after production. Some decrease in value, some are stopped during their production run because they did not reach the potential the studies indicated were possible. Producing the thousands of profitable models can earn big profits but a loser can almost wipe out a company because of the high production costs that have to be paid before any sales can take place. This indicates it can be easy to produce a product but can be difficult to produce consistently. Our models have been selling and increasing in value better than most collector series.

Toy displays and sales are just one small part of our show and must work with all other activities to make our show the success it is. One activity has to support the others to make everything successful. We, the members of LRPTA must accept the responsibility of being successful by offering our help wherever help is needed to improve our show.

One person does not "run" the show, a few people can get it rolling, many individuals can really make it pick up steam, hundreds working together make the show the "cream of the crop" and means less work for everyone.

What we do today is a continuation of the efforts of our founders, Kenneth Bratvold, George and Ralph Melby.



Harold Erlandson's Scale Model Farm Yard Set



Entertainment



Fiddler's Three



Kelly Reger



Lake Region Barbershop



Yvonne Marts
Entertainment Committee
Chairperson

~ Schedule ~

Thursday Night:
*Queen Coronation and
Talent Show*

Friday Night:
Area Entertainers

Saturday Night:
Open Participation

Daily Entertainment throughout
the grounds.



A Young Entertainer.



Bob Bilden, Bagley
"Down Among The Hills of Dalton"



25th Anniversary Queen Coronation Entertainment
Marilyn Beighley and Dodie Halvorson

Memories of a Threshermen by Glen Melby

This article will not be accurate on precise dates because I'm relying on recollections my father, George Melby, told me about his early days of threshing.

Dad's first steam rig was in partnership with his brothers Joseph, Benjamin and Ralph. Dad was about 22 and was drafted for Army duty and spent about 3 months in training at Camp Cody, New Mexico. Early that fall, farmers in the Ashby-Dalton area got him out on a hardship discharge to thresh their grain. They had a Gaar Scott 25 H.P. double cyl. engine, which has been at every threshing show since 1954. (That very same engine was Gaar Scott's show engine at the Minnesota State Fair in 1910). Dad said they had two runs each fall. The first would be a shock run and the second late in the fall was a stack route. Several farmers shocked and then stacked their grain which permitted them to start fall plowing and then would thresh those stacks in October and early November. The shock route would sometimes last more than 20 days of actual threshing. They had 10 to 12 bundle wagons hauling and pitched into the big threshing machine from both sides of the feeder. I remember Dad saying the straight feeder was fine for bundle wagons but for stacks the wing feeders such as we have on the 40 inch Minneapolis machine at the L.R.P.T. grounds were great because they could be swung out over the stack and lowered as you thresh the stack down.

I don't recall anything about threshing until the middle 30's but I know Dad was always very particular about having everything in perfect shape before threshing started. I remember him saying that he threshed 9 falls straight without having to shut down the throttle because of a breakdown. I believe it was about 1926 that he bought the Gaar Scott 25 H.P. single cyl. engine which my son, Mike and I now own (another veteran of all 40 L.R.P.T. shows). Dad also had a 36 inch Avery all steel separator.

During the mid 30's Dad switched to gas tractor power to cut down on labor costs and was never as enthusiastic about threshing after that! He always said that the tractor was a joke for power when compared to steam engines. His first tractor was a 15-30 McCormick Deering and they resleeved it to a 22-36 H.P. Dad made a self propelled grain elevator. It probably was a John Deere, anyway it was a tubular type and he had a 4 or 5 H.P. gas engine on it which he rigged up to a 3 speed car transmission and mounted a car front axle and steering under the



Jim Hill Farm - Humbolt, MN 1905



Jim Hill Farm - Humbolt, MN 1905 Buffalo Pitts Steam Engine

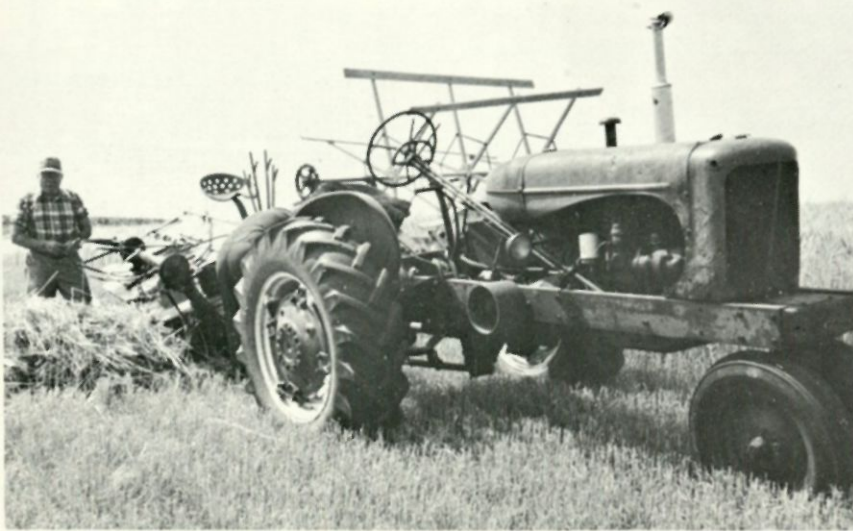
front. The tractor worked great with a clutch flywheel on the engine and it would pull itself down the road 4-5 MPH. I remember Fred Olson, a young neighbor used to be the elevator operator. Dad kept the elevator in a rather large dirt floor open end shed which the cattle would get into and it would get very muddy in there. My cousin, Kenneth Bratvold, and I used to think it was great fun to start that engine, put it in reverse and let it spin in the mud. I don't think dad would have thought it was so great if he had known!

The 25 H.P. Gaar Scott was used on the sawmill at our home farm for many years until the flues got bad. During WWII they had scrap drives and junk dealers would come on our place eager to pay \$100.00 for it so they could cut it up for scrap iron. Mom used to say, "Why don't you sell that old junk?" Dad's eyes would glare and he'd say, "Never you mind about that old junk!" and that was the end of it.

When I was 13 and Raymond Boe was 15, a neighbor, Thomas Knutson, hired us to drive an old team on a bundle wagon. We worked frantically to keep our turn at the machine. We were running 7 bundle teams and pitching from both sides into a 28 inch McCormick Deering powered by a 22-36. Even though it was a short haul to the machine it was hard work for 2 young boys. I'll never forget that first day of threshing! Thomas' oldest son, Lester, had a high spirited team and they spooked and started to run away. Thomas grabbed the bridle on one and tried to stop them but they turned toward him and ran over him breaking his arm. The last load of that long hot day "Old Daisy" one of our team (27 yrs. old) started to slow up and sway, then fell down stone dead! The next day was bright and sunny and it was a much better day. When I was 15, I started hauling bundles alone. By that time four neighbors, Gordon Norby, Arnold Olson, Clarence Tollefson, and Willie Hanson, had bought a machine together and hired Dad to operate it. They started with a 22 inch Woods Brothers machine and I'll never forget when Dad came home the first night. He was so disgusted and mad about that little coffee grinder! He said if they don't get something to thresh with he was quitting. Then they got a 36 inch Mpls. all steel machine and a cross motor 17-28 Mpls. tractor. It was a good belt tractor but it couldn't pull that heavy machine from farm to farm. They took care of that problem by using Gordon Norby's 39 Model F-20 Farmall to pull that separator on the moves. Gordon would kick the old F-20 into road gear (4th) and go down the road 10 M.P.H.

I used that F-20 to haul grain for Gordon pulling a 2 wheel rubber tired trailer and a triple box high wood wheeler hooked behind. I thought that F-20 was a real powerhouse compared to the F-12 "Creeping Jenny" we had. I've always had a liking for that 39 Model F-20 and am now restoring one for myself.

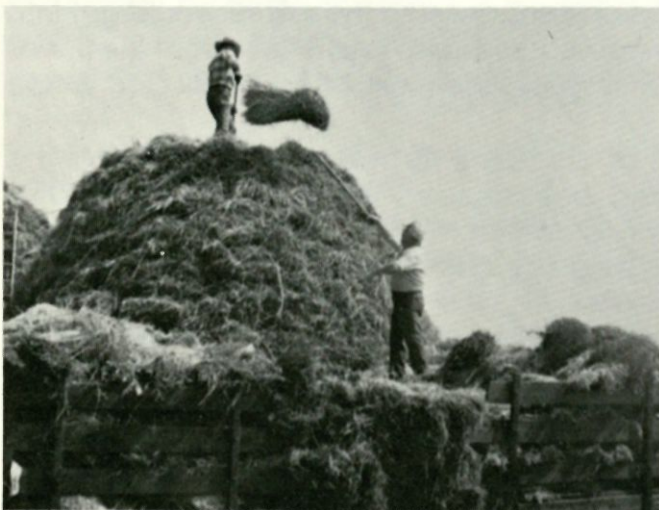
Threshing Scenes at Dalton



Phil Burseth binding grain.



Horses bringing in bundles.



Topping off the stack.



Belting up - Notice the twist?



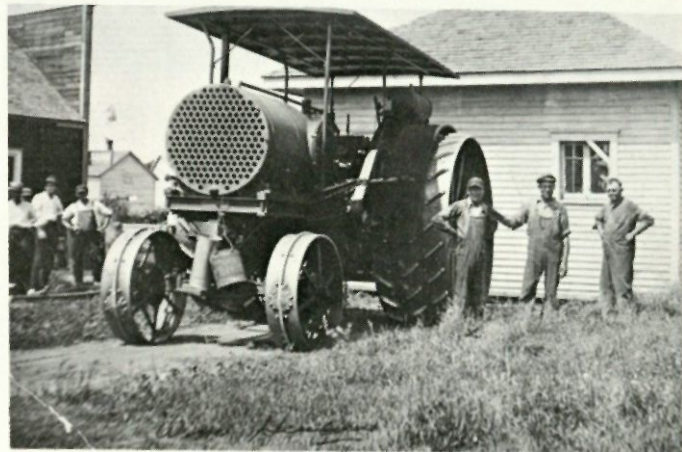
Pitching in.



Interested spectators.

Paving The Way For The Future (1930 Style)

Marvin Huebner, an Association member from New London, submitted pictures and information on highway construction in the 1920's & 30's. His father, William Huebner, was the contractor on old State Highway 52 from the Grant County line to Rose Lake in 1936. The section from Rose Lake to State Highway 59 was constructed by John Dieseth of Fergus Falls and the section from the Grant County line to the south was built by Harvey Morrill of Fergus Falls. The foreman for Bill Huebner on the Dalton Project was Ed Zimmerman from Barrett, who later was a contractor himself.



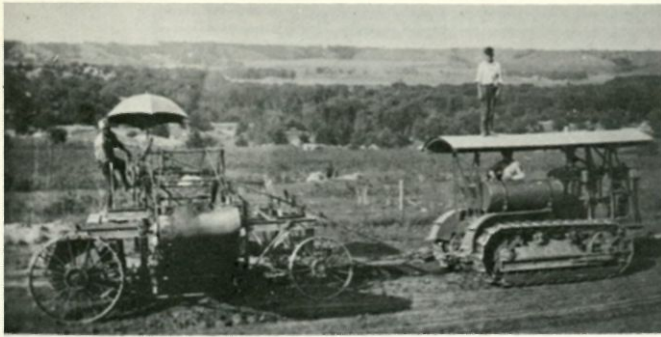
Wm. Huebner Contractor - Aultman Taylor Tractor.

Huebner Construction Company's equipment in the 1920's included a 30/60 Aultman Taylor tractor and elevating grader. This was considered as the fastest dirt digger of the twenties. Road grading (blading) was a one-man, two horse job. A self-propelled "Motor Hi-way Patrol" was introduced in the early 1920's. This machine was built by the Russel Motor Patrol Company using a Allis Chalmers tractor for power. Bill Huebner, Marv's father, used a 1918 Thore motorcycle for transportation in the early 1920's.

The Aultman Taylor tractor was replaced in the early 1930's with a Caterpillar "60" tractor. This new power source along with scrapers and two yard dump trucks was used on the 1936 Dalton Project (old TH52). The Dalton Project took a full construction season to complete. The crew of 48 men camped on the project where a cook shack and bunk beds were provided. The project proposal specified a employee could only work six hours a day, so two crews worked six hour shifts. This requirement was an effort to create employment. Marv Huebner was a young man when the Dalton Project was built and remembered a steam engine parade on the Dalton Main Street in September of that year.



Wm. Huebner and Marv Huebner on Thore Motorcycle - 1918.



Wm. Huebner New Cat. 60 Tractor - 1928.



Aultman Taylor Tractor and Russell Blade.



Equipment 1936 Dalton Project. Wm. Huebner Contractor.



Equipment on 1936 Dalton Job. Wm. Huebner Contractor.



60 Cat. Tractor and Cat. Wagons.
Dalton Job - 1936
Wm. Huebner Owner



1932 Ford Truck on Dalton Job - 1936
Owner - Wm. Huebner.



How many can recall this early show at the George Melby Farm?



The Dalton Gang headed for the Freeport, IL show.

Board of Directors



John Halvorson, President

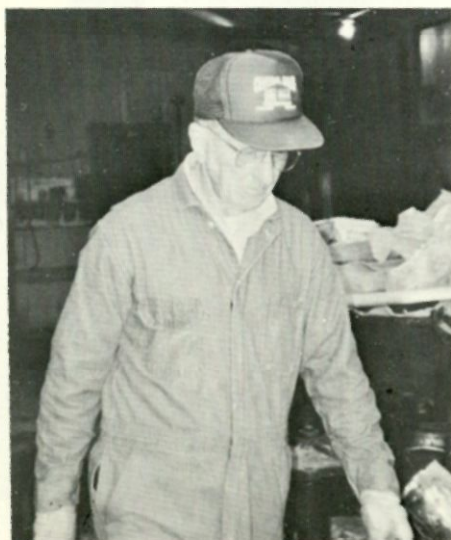
Match the 12 "How I Got Involved with the LRPT" statement with the appropriate pictures. Note: Two directors are shown on the same picture. Answers on page 80.

1. "One Saturday afternoon in May, 1962, I said 'I do'. I married this pretty little red head who just happened to be Ralph Melby's daughter. The past 31 years have been wonderful."
2. "I got involved because of my dad around 1972."



Steve Andrews, Vice President

3. "I liked to work with machines and was interested so went to the first show. When 16 I worked for Ken and Ray Berge on their threshing route. I ran the elevator."
4. "My father was one of the founders so I have been involved since the first show at our home farm. My wife never lets me forget that we had been married less than 3 months and I left her in Minneapolis and went home to thresh with those old steam engines."
5. "I started with the organization in 1984 with one tractor and have since bought others and have become a board member."
6. "I've always been a steam nut. I attended an auction and purchased Reinhold Dahlgren's toy that he had built as a teenager - my first steam powered project. That fall, when I showed up to display, Lavern said, 'Go talk to Charlie in the steam room.' I did, and have been here ever since."



Glen Melby, Director



**Dolores Simdorn, Treasurer
George Hartman, Director**



Donna Toso, Secretary



Ken Aasness
Director

7. "It was just natural for me to become involved with the show. Dad had a threshing route and sawed lumber in our cow yard so I had an interest in steam engines and sawing. It just kind of grows on you."

8. "I moved to the Dalton area in 1969, worked with Our Savior's Aid and then crossed the street to get involved with the Auxiliary. I was the first woman elected to the board of directors (1985)."

9. "In the early 70's I became involved because I thought I needed to get with it and help. In respect to the founders of our show we need to continue that legacy left by them for future generations."

10. "My first trip to LRPTA was with my father in the middle 50's and I attended several more times in the 60's and 70's. When I heard in 1983 that M-M was the featured tractor, I joined. Lavern Simdorn took me under his wing and put me to work trying to keep up to him."

11. "I joined the club in the fall of 1983 and showed gas engines and tractors in the 1984 show. I got elected to the board in 1988, had a year off in 1991 and elected to a second term in 1992. I enjoy running the two Fairbanks diesels and gas engines at the show."

12. "My father was always interested in steam shows and the second date I had with my future husband was to attend the Dalton Show. I married the guy and if I didn't want to be a widow I got involved too."



Kathy Akerman
Director



LeRoy Anderson
Director



Larry Martinson
Director



Bill Aasness
Director



Dana Schroeder
Director

Acknowledgements

1978 - This is the way Loreli washed the clothes, washed the clothes . . .



1993 - This is the way Loreli worked on the book, worked on the book . . .



The Book Committee
Loreli Fihn, Ruth Matchinsky, Donna Toso

Photo Credits

Ken Aasness
LeRoy Anderson
Battle Lake Review
Dick and Merald Enstad
Milt Erickson
Alan Fenner
Loreli Fihn
John Halvorsen
Jerry and Sue Hanstad
Les Holte
Wm. Huebner
Dan Hutchinson

(Art Work on RR track and M-M Doodlebug)

Tom Johnson
Dianne Larson
Gordon Larson
Cora Loken
Clarence Martinson
Mrs. Milt Martinson
Norwegian National Newspaper
Simdorn Family
Avery Stevens
Donna Toso
All M-M Contributors

Answers (Board of Directors):

- | | |
|-----------|-------------|
| 1. John | 7. Kathy |
| 2. Larry | 8. Donna |
| 3. George | 9. Ken |
| 4. Glen | 10. LeRoy |
| 5. Bill | 11. Dana |
| 6. Steve | 12. Dolores |

We especially thank Loreli for the photo and journalism skills she contributed to this project.

Thanks to all of you who contributed written materials for this 40th Anniversary Edition.



Our deepest thanks to the faithful bunch who worked so tirelessly before the show to complete the hundreds of tasks needed to make the show a reality.

