"OUR TWENTY-THIRD YEAR"

Spirit of '76



# LAKE REGION PIONEER THRESHERMENS ASSOCIATION

presents



The Saga of

# **"THE PAST IN ACTION"**

### **Dalton**, Minnesota

"Home of the Giants"

**Eighth Edition** 



### Dedication

The Lake Region Pioneer Threshermen's Association dedicates this special Bicentennial book edition to the pioneers who settled in this area. We appreciate the problems they solved, both in fighting the elements of nature and in the betterment of tools and machinery used in farming. May the tasks that they performed be an inspiration to us all.

#### Cover Picture

The cradle was the most efficient means of cutting grain before Cyrus Hall McCormick's invention of the reaper in 1831. With this tool, one man could efficiently cut about two acres a day.

Courtesy of International Harvestor

### 9n Memory Of

Halvor Berge

Gilbert Kirkeby

Nels Fossan

Elden Passer

### The President's Message

The Lake Region Pioneer Threshermen's Association presents this special edition of "The Past in Action" to commemorate our Bicentennial year. As we reflect on the past we think of warm sunny summer days when the threshing machine. drawn by a steam engine or gasoline tractor would labor clumsily along the road and turn into a farm yard. Soon a steady hum would announce that the work had begun, and the bundles of grain would disappear rapidly down the broad throat of the monster. The preparation for this event would begin early in the morning. The men would begin before daybreak to fire the steam engine, feed and harness the horses. The women's day would begin just as early as their task of preparing loaves of bread, pies, meats, and all the trimmings to feed the threshing crew were as important as the threshing operation itself. There was always a festive air about this busy activity. The exhibits and activities presented by the association are our reflections of the past in action. We ask that you reminisce with us during these festive days of our show.

As we reflect on 200 years of our country's growth and development, threshing is just one event from its past which comes to mind. These years have brought many changes to our country which we are able to experience only through the eyes of an author. With grateful hearts we ponder these changes which have taken place in America, changes which are the glory and splendor of our heritage.

Glenn Risbrudt, President



Founders of the Lake Region Pioneer Threshermen's Club. Left to right, George Melby, Kenneth Bratvold, Ralph Melby.

In the summer of 1954 George Melby, Kenneth Bratvold, and Ralph Melby decided to put on a threshing show. George and Ralph, having their steam engine from the days they used steam power. Kenneth purchased a 75 HP Case from John Flom of Henning. They needed a machine and found a 36" x 58" Minneapolis south of Underwood and purchased same from Edwin Sethre. With some repairs they were ready for the first show. George had stacked six stacks of grain, and on October 8th, the first threshing show was on. For the first time in 16 years steam once again powered a threshing rig in this area. The show was not advertised, but about 500 people came to view the steam engine in action. Several of the old timers thanked us for the show and wished us success in the future shows.

The second show was staged for two days, a little more equipment was added, and the show was advertised. Souvenir buttons were also sold for the first time.

Nels Fossan was the fourth member to join the club. He purchased a 25 HP Wood Bros. engine from H. M. Jones of Little Falls, Minnesota.

The third show was staged on October 6 and 7. More engines and equipment were purchased. We had six steam engines, a 10-bottom plow, and other equipment. It was estimated that 3,000 people were present at that show. The following year the Dalton Community Club and the Threshers Club had grown and more help was needed to take care of the various jobs, such as cutting grain, shocking grain, stacking, advertising and ground crews for the show. They decided to let the Community Club sponsor the show and be responsible for it. They have sponsored it since.

In the fall of 1960 the club leased a tract of land from Sanford Skrove. They then could erect buildings which were badly needed to house the antique equipment. The one building was built and finished three days before the 1960 show. Its size is 42' by 108' and could house 18 engines. A second building was built 1<sup>1</sup>/<sub>2</sub> years later as more equipment was added.

In recent years, more equipment has been added, the Dalton depot was moved in, modern rest rooms were built, landscaping has been done, the power windmill has been put up, and the museum was built. Every year we try to make some improvements and to have a better show, and we hope to continue to do so.

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![](_page_6_Picture_0.jpeg)

Threshing at the first show on the George Melby farm in 1954

# Directors

![](_page_7_Picture_1.jpeg)

Glenn Risbrudt, President, Dalton

![](_page_7_Picture_3.jpeg)

David Hansen, Vice-President Elbow Lake

![](_page_7_Picture_5.jpeg)

Ralph Risbrudt, Secretary, Dalton

![](_page_7_Picture_7.jpeg)

Milton Martinson, Treasurer, Ashby

![](_page_7_Picture_9.jpeg)

John Halvorson, Director, Dalton

![](_page_7_Picture_11.jpeg)

Harold Hansen, Director, Graceville

![](_page_7_Picture_13.jpeg)

Iver Hanson, Director, Ashby

![](_page_7_Picture_15.jpeg)

Ralph Melby, Director, Dalton

![](_page_7_Picture_17.jpeg)

Lavern Simdorn, Director, Fergus Falls

### Grandfathers of the Directors

On the following pages are stories of the grandbathers of some of the directors. Many of them pioneered in this area.

![](_page_8_Picture_2.jpeg)

**TORKEL E. RISBRUDT** 

Was born on November 6th, 1845 in Sigdal, Norway. Left for America in the spring of 1861. Settled west of Decorah, Iowa and moved up to Otter Tail County in 1868, May 24th. Homesteaded in St. Olaf township, six miles east of Dalton. Married Gurine Soliah in 1871. To this union six children, namely Engebret, Edward, Clara, Ted, Chris and Helen, were born. Descendants are scattered, but the original homestead is owned and operated by Chester and Glenn, sons of Chris.

by Ralph Risbrudt

![](_page_8_Picture_6.jpeg)

**CHARLES SIMDORN** 

Charles Simdorn, grandfather of Lavern, was born in Germany, February 7th, 1869. When Charles was 16 years of age, he came alone to this country and settled near Waterloo, Iowa. On September 14th, 1897, he was married to Minnie Minderman. They moved to the Barney, North Dakota community in 1903. They farmed there until 1937, when they moved to Wyndmere, North Dakota. Charles and Minnie had 4 girls and 3 boys. Charles passed away at the age of 73, in 1942.

![](_page_8_Picture_9.jpeg)

**GUNIS RISBRUDT** 

![](_page_9_Picture_0.jpeg)

#### CHRISTOPHER MARTINSON

Born on October 15, 1835 in Salangen, Norway, Mr. Christopher Martinson migrated to America in the spring of 1867, on the good ship "Norden." After three weeks they felt like they hadn't left home yet for they could still see the coast of Norway in the distance. Going at this rate it was not surprising then that the trip took them 9 weeks from the time they left Norway until they touched land at Quebec.

While yet some distance out of Newfoundland their provisions ran out, but fortunately they were able to hail a passing boat and secured supplies sufficient to last the remainder of the trip.

From Quebec, Mr. Martinson traveled up the St. Lawrence and the Great Lakes in a cattle boat where the cattle were below and the passengers on the upper deck. Upon reaching Milwaukee he traveled by train and stage to Decorah, Iowa.

In 1868 he married Marit Setermo. After three years in the Decorah area he loaded his family and belongings into a wagon pulled by oxen and headed toward Minnesota.

In their travels they passed through Alexandria one night; another night they stopped at Fort Pomme de Terre where he spent his last \$5.00 for provisions.

Upon reaching Dane Prairie township, near Dalton, he homesteaded on the east side of Swan Lake. This place later was known as the Sherping farm.

After 33 years in Minnesota Mr. Martinson, at the age of 69, again felt the call of a new frontier and once again he became a pioneer in an untouched wilderness plains area. This time the course was set for the Canadian plains. He settled 2 miles north of Elbow, Saskatchewan, where he lived until May 6, 1937, when he passed away at the age of  $101\frac{1}{2}$ .

There are three grandsons and one grandaughter living in the states, Clarence of Dalton, Milton of Ashby, Emil of Erving, Iowa and Ida (Mrs. Orton Haukos) of Madison, Minnesota.

![](_page_9_Picture_10.jpeg)

![](_page_9_Picture_11.jpeg)

#### **RIER RIERSON**

My grandfather, Rier Rierson was born in Iowa in 1862, left Iowa when he was 5 years old, and settled in Minnesota near Melby. He told of his father, Fingar Rierson, (my great-grandfather) fighting in the Civil War. He was captured by the Confederates and sent down the Mississippi River in a boat. There were too many of them on the boat that they had to stand all the time for 4 days and 4 nights. He told of trying to escape from the Confederates, running through the woods he jumped behind a big log and a cannon-ball hit the log and made a hole 5 inches wide and 2 feet deep.

Rier Rierson left for Montana in 1911. Life on the prairie was one hardship after another. He told of the grasshoppers coming in 1922 which were so thick they ate everything, including fenceposts, even stopping trains that could not get started again because the tracks were so slippery.

Grandfather moved to the Peace River County of Canada in 1923. He told of having to kill 8 bears one winter in order to protect his sheep.

Glenn Risbrudt

![](_page_10_Picture_0.jpeg)

#### **IVER CORNELIUS HALVORSON**

Born November 8, 1877 in Namdalen, Norway, the first child of Albert and Anna (Blix) Halvorson. Baptised in Foldereid Church, Namdalen, Norway. He was confirmed in the Nidaros Lutheran Church, Otter Tail County on October 22, 1893. The name he was confirmed with was Iver Kornelius (Albertson) Halvorson.

lver came from Norway with his grandmother and step-grandfather, Mr. and Mrs. Christian Aarfar in the spring of 1884. They came to Clitherall to the Ukkelberg farm. They homesteaded in Nidaros Township west of what is now the Thorfin Moen farm. He moved to his parents farm about 4 years after they came from Norway. This is now the Paul Deckert farm just south of Vining.

About 1899, Iver and Christ, his brother went to the Valley City area to thresh for John Logan. Christ ran the engine and Iver the seperator. They worked for Mr. Logan for about 7 or 8 years, going to a logging camp in Solway, Minnesota, near Bemidji, in the winter and back to the Vining area in the summer to grub the clear land.

In 1906 Iver bought 40 acres in Folden Township and started building a house and barn. Later he added 120 acres. This is the farm that his son, Selmer now resides on. Iver married Oline Johanna Holm in December of 1906. They were blessed with seven children, Arthur 1907, Bert 1908, (my father) Olga 1911, Walt 1914, Selmer 1916, Rudolph 1918, and Rubye 1922.

lver served many years as Deacon and Trustee of the Vining Lutheran Church and worked for the ASC office in Perham for Folden township.

lver lost his wife to cancer in October of 1932. lver passed away on March 1st, 1956.

![](_page_10_Picture_8.jpeg)

HANS PETER HANSEN

Hans P. Hansen was born in Drammen, Norway on September 16, 1844, a son of Torger Hansen. At seven years of age he came to the United States with his father, who was a farmer and settled in Adams County, Wisconsin. He attended school until 16 years of age.

When the Civil War broke out he enlisted in Company D, Fifty-Second Wisconsin Volunteer Infantry on March 11, 1865. His service was principally in scouting and skirmishing with the bushwhackers. He was honorably discharged on July 28, 1865 at Fort Leavenworth, Kansas. He returned to Wisconsin where he again was employed in the woods during the winter and on the river in the summer.

In 1871, he homesteaded in section 24 of Elbow Lake Township, Grant County where he and his family farmed. As one of the first settlers, he held many local and county offices; such as, school treasurer, school clerk, charter member of the board of county commissioners of which he also served as chairman for six years, four years as county sheriff, first postmaster in Elbow Lake Township for four years, and as enumerator for the north half of Grant County for the 1880 United States census.

In 1903 he moved to Fergus Falls with his wife and the younger children where he lived until his death on August 24, 1931.

#### ANDREW HANSON

Andrew Hanson was born in Oslo, Norway on August 11, 1832. He married there on October 11, 1860. Immigrated to America and settled in Fillmore County in 1865. They moved to Grant County where he resided one year.

In 1866, he homesteaded in St. Olaf Township, Otter Tail County. His grandson, Iver Hanson is the present owner.

In 1866 the nearest trading center was Cold Spring. Flour was \$20.00 a barrel, potatoes were \$5.00 a bushel.

He was the first to homestead in this area.

### Short History of Dalton

Dalton was originally called St. Olaf, and in passing, it might be stated that there were settlers in St. Olaf of Olaf as it was known then prior to the Indian outbreak of 1862. Some of the early historical sketches in the county indicate that these venturesome souls were undaunted by the Indians and continued peacefully about their farm work during the outbreak.

The Fergus Falls Weekly Journal of November 7, 1879 has the following report on the change of the Village from St. Olaf to Dalton, the change being made about the time that the railroad was being put through:

Name Changed...An extra force of tracklayers commenced work at Dalton — late "St. Olaf" — on Thursday, and will push the iron up to Fergus Falls as rapidly as possible. Mr. Grant thinks the cars will reach this place about November 20. We learn from Engineer Dodge that the station heretofore called "St. Olaf" has been changed to Dalton in honor of Mr. Simon Dahl on whose land the station is located.

That the village of Dalton was named for Mr. Dahl is certain, but for which Mr. Dahl is not clear. In Historical Society records appears this notation: Dalton Village on section 11 of Tumuli Township was platted for Ole C. Dahl for whom it was named, that plat being recorded October 30, 1882.

The first building put up in Dalton in 1979 was built and owned by Oliver Rustad. It was 12 x 36 feet and had three rooms. Mr. Rustad used the building as a store and boarding house. Next came Lars Rustad with a hardware store. Then a hotel was built by Mr. Faxon.

Dalton was the nearest point from the railroad to Ten Mile Lake which was patronized by sportsmen from as far east as Chicage, and south as Kansas and Nebraska. Many figures prominent in business spent the hunting season at Dalton and relied upon its citizens to show them were the best hunting passes were and where the biggest schools of fish might be found.

The first sidewalks at Dalton were board sidewalks and had hitching posts along the walks, the same as meters in towns today. These were the horse and buggy days and there the horses could stand for hours while waiting for their masters to go home. Dalton provided a great help to the prisoners as here they could sell and trade to their convenience.

Dalton was incorporated on March 21, 1905, and J. O. Hatling, Nels Anderson, and Mr. Olson were witnesses, and at that time it was claimed that there were 166 legal residents.

Courtesy of the Fergus Falls Journal

![](_page_12_Picture_0.jpeg)

Main Street in Dalton 1912

![](_page_12_Picture_2.jpeg)

Stortroen Store in Dalton

![](_page_12_Picture_4.jpeg)

Dalton Main Street in 1920's

![](_page_13_Picture_0.jpeg)

Elmer Synstelien's Meat Market in Dalton - 1918

![](_page_13_Picture_2.jpeg)

![](_page_14_Picture_0.jpeg)

Parkdale or Viger mill as it appears today.

### Parkdale Mill

Parkdale, located about 3 miles Northwest of Dalton on the Pomme de Terre River, was once a village with a post office, stores, a blacksmith shop, a flour mill, grist mill, school, church and two residences.

It was originally platted as Hazel Dell by C. J. Wright in the winter of 1876 on the strength of the railroad being put through. Plans were made for a railroad station and the grade for the spur tract to the mill was built; however, in 1879 the railroad was built several miles east of the village of Dalton and the village of Dalton was platted.

The Fergus Falls Weekly Journal of 8-13-1874 indicated that construction of a grist mill by Joseph W. Johnson of Sauk Centre was in progress. In August of 1875 another newpaper account told of a new flouring mill with three run of stone being built by E. Buse, H. Oppermann and Otto Kunkel of Fergus Falls and Elizabeth upstream from the grist mill. Courthouse records show a material lien filed by Elizabeth Goodsell against their mill in January of 1876 and it's interesting to note that 63,295 ft. of pine lumber was purchased for \$1,195.47; 11-3/4 squares of shingles for \$45.25; and 1,500 lath for \$4.50. Three labor liens filed by Haver Sohler, Peter Wegtil and John Craig show labor at \$2.50 and \$3.50 per day from August of 1875 to April of 1876. Mr. Kunkel also built his residence at the Parkdale site.

In 1877 Anton Klaus acquired the mill property and his son, Henry operated the flour mill. It was Anton that persuaded Ole Viger to settle at Parkdale. Ole was a miller by trade but also a very skilled blacksmith and machinist. Ole was called upon to do all the blacksmith work in the community so had his son take care of the grist mill.

In 1880 the mill dam at Parkdale went out but did no extensive damage to the mill and it was rebuilt by Nels B. Thompson.

Klaus sold the mill property to Nettie Goodsell for \$10,800 in 1880. Times were tough and in 1885 the property was sold on foreclosure to Julia C. Dike of Illinois for \$4,537.85. In 1888 Casper W. Busey from Owatonna, Minn. took over the flour mill. He expended much money putting the plant in first class shape and provided for low water by putting in a steam plant. He operated the flour mill until 1897 and then it was torn down and shipped to North Dakota. Two years later, Julia C. Dike sold the dam site to Ole Viger and he moved the grist mill to the former flour mill site and continued operating it for a number of years.

Little remains of Parkdale but the grist mill. The Viger residence and outbuildings, Sarpsborg Church, and the abandoned school building.

![](_page_15_Picture_0.jpeg)

25 HP Nichols & Shepard steam engine sawing lumber on the Running farm three miles north of Dalton about 1916

![](_page_15_Picture_2.jpeg)

Buffalo Pitts rig threshing southwest of Ashby about 1904

![](_page_15_Picture_4.jpeg)

Melby Bros. threshing rig - 25 HP double Gaar Scott engine and 36 x 56 Minneapolis separator. Picture taken north of Brandon in 1920. This engine is still owned by Ralph Melby and is at the Dalton show.

![](_page_16_Picture_0.jpeg)

The above picture shows, from left to right, Tom Pederson, Henry Hansen, Maugnus Lunquist, and H. P. Hansen with a 15-30 Minneapolis Universal tractor. This tractor was bought new in 1911 by Henry Hansen. It was the first gas tractor in Elbow Lake. Henry threshed with it until 1918 with a 30' machine, pulled a 4-14 Breaker plow, and also did road grading. It was sold to Edwin "Cook" Gilbertson, John Coleman and Joe Reeser, Elbow Lake. It was used until 1928. In 1957 it was bought by David Hansen, the son of Henry Hansen and the Vice-President of our club. The picture shows the Universal threshing on the Burtness farm near Elbow Lake about 1917. That is Henry Hansen by the wheel.

![](_page_16_Picture_2.jpeg)

![](_page_17_Picture_0.jpeg)

Left to right - Hans Burtness, Peander Burtness, Alfred Wicklund, and 15 HP Ohio gas engines near Elbow Lake

![](_page_17_Picture_2.jpeg)

Demonstration of Titan tractor near Elbow Lake

![](_page_17_Picture_4.jpeg)

![](_page_17_Picture_5.jpeg)

Phelps Mill is located about 5 miles west of Otter Tail Lake. It was restored a few years ago and has become a tourist attraction.

Elbow Lake, Mn. Main street about 1905

![](_page_18_Picture_0.jpeg)

Main Street is on the left hand side of the top picture. Note Pelican Lake Lutheran Church in the upper right hand corner. It was moved to its present location in 1930. The water tower now stands in its former location. Across the street from the church stands the school which is also shown in the picture in the lower right. In the upper left is the Kittson Hotel. This famous Ashby landmark was built in 1881 and torn down in 1920, and was the finest hotel to be found in the state at that time.

![](_page_18_Picture_2.jpeg)

![](_page_19_Picture_0.jpeg)

View of show grounds taken a few years back

![](_page_19_Picture_2.jpeg)

Show grounds as it appears today. Note the addition of the schoolhouse on the left, the museum in the middle, and the depot building on the right

![](_page_20_Picture_0.jpeg)

Kenneth Bratvold operating the saw rig

![](_page_20_Picture_2.jpeg)

Going to Dalton

![](_page_20_Picture_4.jpeg)

Ralph Melby tending the separator

George Melby at the saw rig

![](_page_20_Picture_7.jpeg)

A few of the engines at the show

![](_page_20_Picture_9.jpeg)

The Minnesota Giant

# Gas Engines At The Lake Region Show

![](_page_21_Picture_1.jpeg)

![](_page_21_Picture_2.jpeg)

![](_page_21_Picture_3.jpeg)

![](_page_21_Picture_4.jpeg)

![](_page_21_Picture_5.jpeg)

# Threshing at the Lake Region Show

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![](_page_22_Picture_4.jpeg)

![](_page_22_Picture_5.jpeg)

![](_page_22_Picture_6.jpeg)

![](_page_23_Picture_0.jpeg)

36 HP Rumley pulling 10 bottom plow at the Lake Region show

![](_page_23_Picture_2.jpeg)

30-60 Hart-Parr getting set to plow with an Avery 4 bottom plow

![](_page_23_Picture_4.jpeg)

![](_page_23_Picture_5.jpeg)

25 HP Rumley formerly owned by Ralph Melby

40-80 Minneapolis operated by Clarence Mohrman

![](_page_24_Picture_0.jpeg)

Plowing at the Dalton Show - 32 HP Reeves and John Deere 10 bottom plow

![](_page_25_Picture_0.jpeg)

1923 American LaFrance ladder truck at the show

![](_page_25_Picture_2.jpeg)

Model T Ford trucks - they are used at times to haul grain from the fields

![](_page_25_Picture_4.jpeg)

Horse drawn school bus owned by John Ringdahl, Fergus Falls, Mn.

### Our Heritage

The year 1976 will go down in history as a year of reflection. Passing this milestone of 200 years as a nation has stimulated people to quit taking everything for granted and inspired many to pause for awhile and travel back down the pathway of time to renew and share the greatness of the heritage passed on by our founding fathers. We can go back these two centuries and see God's hand in these events.

The time had come for God to move people to go and explore new lands. These fearless explorers whose ambitions were noble, believed in God and as discoveries were made thanks were returned to Him. America, there it was in all its glory, this noble land, beautiful and rich, silently waiting until God's people came and put the land to use for its desired purpose.

As the years went by, men moved by prayer to God, drew up the constitution of the United States. This form of Government grew and was granted to each state and they, too, recognized God as its leader. "In God We Trust" became the national motto and the public meetings started with prayer to God for guidance.

The pioneers who came to Minnesota came to a state that had a constitution, the preamble of which in part reads, "We the people of the State of Minnesota, grateful to God for our civil and religious liberty and desiring to perpetuate its blessing and secure the same to ourselves and our posterity do ordain and establish this Constitution." How thankful we ought to be for this heritage.

No doubt the people of America have a great heritage. But the greatest heritage of all comes to Christian people who have an "Eternal Heritage in Christ." Americans who are Christians have a very special background which often times is not even considered. So many Americans have failed to notice and appreciate the work of God which brought about the miracle of bringing our United States together.

May we never forget our founding fathers and their examples given as a heritage for years to come. Let us trust God in all our doings and thank Him for Jesus Christ. Therefore continuing in faith claiming Jesus Christ as our Eternal Heritage.

"Whatever ye do in word or in deed do all in the name of the Lord Jesus Christ."

Pastor Wendell Johnson

![](_page_27_Picture_0.jpeg)

![](_page_27_Picture_1.jpeg)

#### Swan Lake Lutheran 1876 - 1976

Swan Lake Congregation was organized in 1876. For seven years previously, it had been part of the Ten Mile Lake Congregation. However, due to the distance that some had to travel, it was decided to divide into what is now Swan Lake, Bethel and Ten Mile Lake churches. Swan Lake Church was built in 1882 by Hans Moller and Hans Ryen. Mr. Ryen also built the Ten Mile Lake and Bethel Churches.

Charter Members were Ole Larson, Ole Ronning, Peter Madson, and Knut Kvande. Other members were Nels and Carl Ingebretson, Christopher Bromseth, John Nelson, Bernt Thompson, Anders Tollefson, Anders Lunke, Nels Bergerson, Peter Burnseth, Olaus Minge and Jens and Ole Rud.

Some of the present members of Swan Lake Church are third, fourth and fifth generations of the original members.

For one hundred years Swan Lake Church through its Services, Sunday School, and Vacation Bible School has stood as a beacon light pointing young and old to the Lamb of God.

#### Bethel Lutheran 1876 - 1976

Bethel Lutheran Church was also a part of Ten Mile Lake Church. After the congregations divided and before a House of Worship was built the members of the Congregation gathered in the farmhouses. Their first pastor, Rev. O. J. Kasa, served many scattered congregations, so many weeks would pass before the next service. The Sundays the Pastor could not be present the members gathered anyhow for mutual edifications.

In 1884 their Church building was built. On December 31, 1914, the day of Mrs. Brynile Evavold Pederson's funeral, the church burned. Due to the large attendance for the funeral everything in the Church was saved. The fixtures were stored in a house on the Salvevold farm until the new Church was completed in 1915. The new Church was built by Loe Mykleby, Knute Kleven and others in the congregation who could help.

The Pioneers who founded this congregation have all departed this life along with many of the others who were added later. But though those are gone, the children and children's children of many of them are carrying on the work of God.

![](_page_28_Picture_0.jpeg)

Case Steam Engine No. 1 -- 1869

Jerome Increase Case (1819-91) founded the Company in Rochester, Wisconsin, by improving a crude "ground hog thresher" that he had brought with when he emigrated from Williamstown, New York. This was in 1842.

In 1844, Case moved to Racine, Wisconsin, when the citizens of Rochester refused to give him water-power rights for his planned factory. In Racine he started to manufacture crude threshers, improving them as new models were built.

By 1848 the Case Company became the leading industry in Racine—a position it still remains. In this year, the cost of a threshing machine, complete with horsepower unit, varied from \$290 to \$325.

In 1862, a much improved sweep power, The Mounted Woodbury, was added. It was operated with horses that were harnessed either singly or in pairs to long levers which looked like spokes on a horizontal wheel. The driver stood on a center platform, whip in hand, while the horses went around and around. The power was carried through a set of gears to long tumbling rods, which in turn carried the power to another set of gears. The "Sweepstakes" thresher, first of the "name" threshers, was driven by the Mounted Woodbury and could thresh 200-300 bushels per day.

J. I. Case took in three partners in 1863 to form J. I. Case and Company. The men who soon became known as "The Big Four" were Massena Erskine, Robert Baker, Stephen Bull and of course J. I. Case.

In 1865 the famous Eagle trademark was adopted. It was patterned after "Old Abe," a magnificent bald eagle that had served in the Civil War as mascot for Company C in the 8th Wisconsin Regiment and was named after President Lincoln. About this time, the "Eclipse" thresher was introduced to "eclipse" all others of the day. It provided a cleaner separation of grain and straw with increased capacity.

In 1869, the first Case steam engine was produced—to be followed by 36,000 more over the years. Old No. 1, which now stands at the main entrance to the Smithsonian Institution, was on wheels, but drawn by horses and used only for belt power. It came more than 15 years before the demand for more farm power which brought on the steam engine boom.

By 1876, a steam traction engine was developed and it was awarded a gold metal for excellence at the Centennial Exposition in Philadelphia. 500 Case steam engines were in use on American farms, and 75 were sold during this year.

Steam engine sales doubled in 1878 compared to the previous year and 220 were shipped out. The Company also shipped its first thresher overseas in this year. It won first prize at the Paris Exposition and then was put to work on a French farm.

In 1880, the partnership—J. I. Case and Company—was dissolved, and J. I. Case Threshing Machine Company was incorporated. About this time the "Agitator" thresher was developed and proved popular because of increased efficiency and capacity. The Dingee Sweep horsepower, also greatly improved, was introduced with the Agitator.

In 1884, J. I. Case became involved in an incident that has come to typify the Company's continuing determination to build high quality products. A Case thresher on a Minnesota farm would not perform up to par. Despite efforts of the dealer and then a plant mechanic, the machine refused to function properly. Finally, J. I. Case himself traveled a distance to fix the machine that bore his name. Before a large crowd, amazed that the president of the Company would travel all that way, J. I. Case worked on the thresher. It still wouldn't work. Disgusted that such a product had left his factory, he doused it with kerosene and set it ablaze. The next day the farmer was presented with a new, perfectly-operating Case thresher.

In 1886, a steering device was added to the steam traction engine, thereby dispensing with the need for horses. At this time, Case was the largest manufacturer of steam engines in the world.

In 1891, J. I. Case died and Stephen Bull, his brother-in-law, became president of the Company.

In 1892 the Company developed its first gasoline tractor—in appearance it was much like a steam engine. It was commercially unsuccessful due to lack of proper ignition and carburation equipment.

In 1894, the Eagle trademark assumed the design retained for 75 years—perched upon the globe of the world.

In 1904, Case brought out the first all-steel thresher—though ridiculed by many, it was soon copied by all other manufacturers. This idea had been hurried along by a factory fire which destroyed 110 threshing machines the previous year.

In 1910, the small Pierce Motor Company of Racine was purchased and Case started building luxury class automobiles. The following year three Case automobiles were entered in the first Indianapolis 500 mile race, occupying the pole position and two spots in the second row.

In 1924, production of automobiles and steam engines was discontinued.

![](_page_30_Picture_5.jpeg)

Case Car

![](_page_30_Picture_7.jpeg)

**First Case Gas Tractor** 

1928 — The Company name was changed to J. I. Case Company. The Emerson-Brantingham line of tillage, haying, and harvesting equipment built at Rockford, Illinois, was purchased.

1929 — The Model "L" tractor with unit type frame construction was introduced, followed by Models "C" and "CC" — the latter being a cultivating-type tractor.

1932 — The Company introduced a one-man combine with power take-off drive, and a successful two-row corn picker.

1937 — Case purchased the Rock Island Plow Company factory in Illinois, and a factory at Burlington, Iowa, for the manufacture of small combines. Case introduced a straight-in-line, six-foot combine.

1939 — Flambeau Red became the identifying color for Case equipment with introduction of a new fleet of tractors, including the "D" series.

1940 — The "S" and "V" series of tractors were introduced. The Eagle Hitch and hydraulic controls were added later.

1941 — The Company became engaged in wartime military manufacturing and delived the first of hundreds of thousands of 155 mm shells to be used by U.S. and Allied forces around the world. Other wartime products from Case included 500 lb. bombs; 40 mm anti-aircraft gun carriages; B-26 bomber wings; and after-coolers for Rolls Royce aircraft engines.

1942 — Case celebrated its centennial year with a pageant at Union Grove, Wisconsin. A historical display was entered in the annual July 4th parade. Eight combines in three styles were now offered. 1944 - Employment was up to 8,400 people.

1947 — The Company purchased: a small plant at Stockton, California, for the manufacture of West Coast machines; a large plant at Bettendorf, Iowa, for the manufacture of large combines, com harvesting equipment, and balers; and a third plant at Anniston, Alabama, to produce machinery needed in the Southeast.

1948 - Theodore Johnson became president.

1953 — Case put the Model 500 diesel tractor on the market — it was acclaimed the finest diesel available. Though long over-shadowed by combines, the last thresher wasn't produced until this year. John T. Brown was elected president. The Company sold a pilot run of completely new corn harvesters.

1955 — The Company introduced the 400 Series tractors — in gasoline, diesel, and LP-gas models.

1956 — Case introduced the 300 Series tractors primarily for smaller-sized farms. The Anniston, Alabama, plant was sold.

1957 — The American Tractor Corporation, manufacturer of crawler tractors and earth moving equipment at Churubusco, Indiana, was merged with Case, thereby adding more construction equipment models for further diversification and growth. The Burlington plant was converted from building combines to building utility wheel and crawler tractors — starting a movement toward the Industrial Division playing a bigger role in Company sales. A new series of agricultural tractors featuring Case-o-matic Drive was introduced to dealers in Phoenix, Arizona, at the first of several annual world premieres.

![](_page_31_Picture_15.jpeg)

In 1923, the 100,000 Case thresher came off the assembly line. In this same year production of large combines began rapidly making the thresher obsolete in the Great Plains area. Never the less Case continued to build threshers for another 30 years as farmers were slow to accept the "new-fangled" combines.

1958 — Foreign operations were expanded. J. I. Case (Australia) Pty. Ltd., the first subsidiary Company, was formed; soon thereafter came J. I. Case do Brasil; Compagnie des Tracteurs in France was purchased; and J. I. Case Company Ltd. in England was established. Marc Rojtman became Case president.

1959 — The 800 and 1000 model self-propelled combines were introduced. New items in the construction machinery field included several sizes of four-wheel drive loaders and backhoe loaders.

1960 — Argentina properties were sold to a firm that signed a license to manufacture Case tractors and equipment. The new 200 baler was introduced. William Grede became president.

1961 — Churubusco plant production was consolidated into Burlington and the Indiana factory was completely closed down by December. Operations in the move resulted in the most efficient tractor assembly plant in the construction and materials-handling industry. Rock Island plant tractor production was consolidated into the Racine Clausen Works.

1962 — In March, a new management headed by Merritt D. Hill, as president, started an upsurge in Case engineering, production, sales and employment. The Model 600 self-propelled combine was introduced and was immediately recognized as a machine capable of harvesting in capacities usually expected of a larger, more expensive unit. The Model 930 Comfort King — "King of the 6-plow tractors" — was also introduced. 1963 — The new Model 530 Construction King, large capacity, fast moving, feature-packed backhoeloader assured Case of continued dominance in this field. The new Model 1010 self-propelled combine joined the line and duplicated the popularity of the 600 in its particular class. The Model 700 self-propelled combine filled the gap between other models. By now Case was represented through the free world by 125 distributorships; subsidiary Companies in England, France, South Africa, Brazil, and Australia; and 15 licensees in various countries. Twenty per cent of U.S. volume was now being shipped overseas. A launcher attachment for the Model 200 baler was introduced to dealers.

1964 - Dedicated the most modern and efficient Research and Test Center in the industry in Racine. The new 900 self-propelled combine brought big capacity to the medium-price range. The big 451 cubic inch, turbocharged diesel 1200 Traction King was introduced as the tractor to do large agricultural jobs. The Company acquired the Macarr concrete pump and began to manufacture this unit at Stockton, changing its identity to the Case-Macarr concrete placer. Case also purchased, and began operating as a wholly-owned subsidiary, the Colt Manufacturing Company, Inc., of Winneconne, Wisconsin - producers of 10- and 12-horsepower garden tractors. Controlling interest in the Company was acquired by Kern County Land Co., of San Francisco. This resulted in a refinancing plan that built a solid foundation for Case's future operations.

1965 — The Rock Island plant, operated as a division of the Clausen Works since 1961, returned to full plant status.

![](_page_32_Picture_8.jpeg)

Threshing scene with Case outfit

#### NICHOLS & SHEPARD COMPANY

John Nichols, its founder was an iron worker. In 1848, he started west from Detroit. That was before the days of even any type of public transportation, and young Nichols, with characteristic determination, walked. His long trek through the woods of Michigan ended in Battle Creek where he established himself as a blacksmith. He was a good worker and his business propered so that he could leave his blacksmith shop and establish himself in the iron foundry business.

It was the establishment of the Nichols name in the implement business for in this small foundry Nichols started to build small farm implements. Distribution, of course, was limited to the territory close to Battle Creek.

But even his establishment in business didn't cure Nichols' wander lust, so shortly after he had started the foundry he left it in good hands and started for the west coast. He reached California—a part of the '49 and '50 gold rush. He didn't achieve the discovery of gold, but he did come back to Battle Creek, fired with a new idea—to build a thresher which would do better work.

Nichols had travelled across what to him were the tremendous wheat fields of the middle west—western Illinois and Iowa. It seems odd, now, that that section should be considered a great wheat territory; but as compared to the territory in the east which he knew, these fields were tremendous, and the threshing problem was overwhelming.

In the early '50's, with nothing more than his blacksmith's and moulder's tools, he built his first thresher, a crude attempt, but at that, a better thresher than had ever been built. Work of the machine became noised about. Farmers became enthusiastic. The demand for the machine increased, and with it a demand for better facilities for their building, more finance to handle the construction of these tools.

So, with David Shepard as a partner, Nichols started a new company-Nichols, Shepard and Company.

Still later expansion forced another reorganization and in 1886 Nichols and Shepard Company was established, the first corporation to be formed under the laws of the state of Michigan.

During these years, of course, the policy of the company was to furnish complete threshermen's equipment so the line included first horse power machines, and then, as steam came into more common use steam engines were added to the Nichols and Shepard line.

The year nineteen hundred and two was eventful for the company, for in that year, the first Red River Special Thresher was built. Prior to that time machines had been of the vibrator type, but in 1902 Nichols and Shepard introduced the first machine in which were combined the famous "Four Threshermen," the Big Cylinder, the "Man Behind the Gun," the Steel Winged Beater and the Beating Shakers. It threshed grain as it had never been threshed before. The principle of separation was different. The Big Cylinder and the "Man Behind the Gun" stopped and saved more than 90 percent of the grain right at the cylinder.

Here was a new accomplishment—a positive assurance that more grain would be saved, because it was definitely saved right at the front of the machine. And the Red River Special, dedicated to the great wheat region of the Red River Valley of the North, became a standard for thresher performance. Farmers compared all threshers to the Red River Special. Everywhere, the name stood for the ultimate in good performance.

It was immediately after the war that Nichols and Shepard built its first all-steel thresher, the immediate predecessor of the present justly famous Red River Special. It still adhered to the Nichols and Shepard principle of the "Four Threshermen"—still proved to be the most efficient thresher available.

During its entire life, right up to the time of the merger, Nichols and Shepard continued under the direction of a member of the Nichols family. After the death of the founder, his son, Edwin C. Nichols continued in the management of the business. It was under his guidance that the company grew to have national and international distribution.

John T. Nichols, his son, then carried on the work of management of the company until it entered into the merger with Oliver and Hart-Parr to become a part of the Oliver Farm Equipment Company.

![](_page_34_Picture_0.jpeg)

25 HP single Nichols & Shepard

![](_page_34_Picture_2.jpeg)

25 HP double Nichols & Shepard

![](_page_34_Picture_4.jpeg)

35 HP double Nichols & Shepard

![](_page_35_Picture_0.jpeg)

**Ottertail County Historical Museum** 

We invite you to visit these fine area museums. The Grant County and Otter Tail County museums are open year round, and the Lake Region museum is open during the summer months.

![](_page_35_Picture_3.jpeg)

**Grant County Historical Museum** 

![](_page_35_Picture_5.jpeg)

Lake Region Agricultural Museum


Some of the attractions in the Lake Region museum include these rooms that were set up by the Ladies Auxiliary of the Association. During the show these rooms and other parts of the museum are used by the Auxiliary for demonstrations of knitting, spinning, quilting, rug making, churning butter, making ice cream and other arts and crafts of days gone by.







Model Case outfit in the parade on the grounds



Queen's float in the parade downtown



The Power Windmill



Henry Johnson's 30 HP Huber in the parade



Hazel Maple and the 32 HP Reeves



Looks like someone ran off the road



Northwest return flue steam engine



Ox team in Douglas County - 1915

# Cyrus Hall McCormick — Man of Vision

At the start of the 19th century, farmers were using much the same crude, primitive tools and methods that had been used thousands of years before by the Egyptians and Israelites. With the cradle, which had evolved from the reaping hook and scythe, a strong man trained in its use could cut two acres of grain a day. A second man could gather up and bind this grain into bundles.

Harvesting was a thing of pitiless toil for pitiful results. Ninety percent of the population lived on farms and toiled for their daily bread.

When Cyrus Hall McCormick introduced the reaper, it broke a bottleneck on the highway of progress. By releasing manpower from the soil to be deployed into other channels of activity, his machine applied a spur to the American Industrial Revolution and was the first step toward farm mechanization.

McCormick was born February 15, 1809, in the valley of Walnut Grove, Rockbridge County, Va. Even as a young boy he showed a bent for things mechanical. At age 15, Cyrus invented a lightweight grain cradle which enabled him to keep up with the older men in the reaping of wheat.

In 1831 his father, Robert McCormick, had made a last fruitless attempt to invent a mechanical reaper. Meanwhile Cyrus, who was then only 22, conceived his own new principles and in six weeks' time produced a machine which cut grain successfully.

The first public trial of the reaper took place July, 1831, in a field near Steele's Tavern, not far from Walnut Grove. Curious neighbors watched as the young inventor walked behind his machine while Jo Anderson, his faithful servant, raked the platform clear of cut grain. Thus the first step in mechanized harvesting, from manpower to horsepower, was accomplished.

Although the reaper of 1831 worked, McCormick was not satisfied with his efforts and did not seek a patent until 1834. Experimentation continued through 1841, and in 1842 seven reapers were sold. Sales rose to 29 in 1843 and to 50 in 1844.

As soon as the Virginia harvest of 1844 was over, McCormick set out on horseback to investigate the possibilities for reaper sales in the board prairies of the Midwest. Observations on this trip confirmed in his mind the necessity for moving his reaper business to some place in this area where he would be close to a ready market. In 1847, he chose Chicago as his city of opportunity.

Arriving in Chicago, McCormick found a city with a population of 16,859; a roistering, brawling young metropolis. But, it was strategically located at the crossroads of river and lake shipping and was situated in the center of a vast grain producing area.

McCormick built his factory on the north bank of the Chicago River and in the following year seven hundred reapers were built and sold. The ensuing years saw a period of expansion that brought more machinery, more power and more men into the factory. With the success of his machine fully established at home, he now turned his attention to the grain producing countries abroad.

To introduce his reaper overseas, McCormick exhibited it at the Crystal Palace Exhibition in London in 1851. After receiving the highest award at the Fair, the Council Medal, he embarked on a campaign of introducing his machine to other countries through the media of fairs and exhibitions. The sale of McCormick machines rapidly became worldwide.

During the late 50's and early 60's, McCormick and his brothers Leander and William, both partners in the firm, expanded their output to include machines designed to cut hay. These included a combination mower-reaper and a mower designed to save drudgery and speed production of hay in areas where dairying was becoming important. Men were brought into the company to specialize in product improvement and new machine development. Thus was set the pattern for today's engineering research activities in industry.

The War Between the States sharply increased farm interest in labor saving devices. In 1882 McCormick equipped his reaper with a rake arm which raked the cut grain off the platform and to the side of the machine. This eliminated the work of one man, the raker. The result was more grain produced with less manpower — a powerful advantage to the North where most of McCormick's reapers were in use.

The Great Chicago Fire of 1871 consumed McCormick Reaper Works but the smoke of its ember had barely died away before McCormick began to rebuild. In 1872 a new McCormick Works was planned and built in an open field on the outskirts of the city.

In the fine new factory, a wire binder was developed in 1874. This machine tied bundles with bands of wire, eliminating the hand binders who had ridden the Marsh-type harvester, invented by C. W. and W. W. Marsh of DeKalb, III. The wire binder was followed in 1881 by a machine which used twine to tie the grain, a feature which won favor with farmers.

Throughout his life, McCormick continued to advocate the expansion of foreign markets. He lived to see his products in every section of the civilized world. It was said that the sun never set without a McCormick reaper having been at work in a harvest field or meadow in some quarter of the globe.

The year 1884 saw the output of McCormick Reaper Works grow to 54,841 machines. That year also saw Cyrus Hall McCormick's well-filled life brought to a close. He died on May 13, 1884, at his Rush Street, Chicago, home.

McCormick in 1879 had reorganized the company, dissolving the partnership contracts, and formed a corporation with himself as president. Upon his death, he was succeeded by his eldest son, Cyrus, under whose guidance the company continued to grow.

In the meantime, other strong companies had developed around the farmer's interest for labor-saving, food-producing machines. William Deering had started in Plano, III., and had moved his Deering Harvester Company to the north side of Chicago in 1880. Plano Manufacturing Company also had moved to Chicago from Plano, locating in West Pullman on the city's far south side. Milwaukee (Wis.) Harvester Company had found a thriving market for its products. Warder, Bushnell and Blessner had developed a popular line of farming machines in its Springfield, Ohio, plant.

The managements of the McCormick and aforementioned companies merged in 1902 to form a new organization — the International Harvester Company. McCormick's dream had become a reality.



Even though a crew of several men were required to bind the grain, the work of harvesting was greatly speeded up as compared with the old hand methods. The reaper, with its two-man crew, could cut as much grain daily as 4 or 5 men with cradles or 12-16 men with reaping hooks, thus releasing the extra hands for binding and shocking the cut grain.

![](_page_42_Picture_0.jpeg)

![](_page_43_Picture_0.jpeg)

Ralph Melby looking over a 40 HP double tandem compound Gaar Scott. There are only two of these engines left — one in the United States and one in Canada.

![](_page_43_Picture_2.jpeg)

10 HP Woodsum steam engine owned by J. B. Killing and R. G. Bohman of Cool Valley, Illinois. This is the only one of its kind left.

![](_page_44_Picture_0.jpeg)

A lineup of engines on the Memke Ranch in Great Falls, Montana

![](_page_44_Picture_2.jpeg)

Case, Rumley, Advance, Minneapolis, Gaar Scott, and some of the other engines at the Dalton show.

![](_page_45_Picture_0.jpeg)

Mann steam truck in Brisbane, Australia

![](_page_45_Picture_2.jpeg)

## Three speed Burrell Patent Engine - Brisbane

![](_page_45_Picture_4.jpeg)

Steam locomotive in Aukland, New Zealand

## Story of Hart-Parr

In 1892, Charles W. Hart of Iowa and Charles H. Parr of Wisconsin met as students in the Engineering shops at the University of Wisconsin. Both were studying mechanical engineering; both were interested in internal combustion engines, and both were dreaming of a way to adapt the crude internal combustion engines of that day to traction engine purposes. In the University shops they built several stationary engines for use on the University grounds. One of them has been displayed for years in the University Museum as illustrating early engineering in gas engine science.

They graduated in 1896 and started a small stationary gas engine factory at Madison, Wisconsin, operating successfully to 1900. Needing more capital and a larger factory, they moved in 1900 to Charles City, Iowa, Mr. Hart's boyhood home, in order to be in the center of the big farm section of the United States and at the same time have easy access to Western Canada. The first factory buildings were completed there in 1900-01.

Immediately Hart and Parr started working on their idea of an internal combustion traction engine. In the spring of 1902 they completed old Hart-Parr Number 1, the first successful internal combustion traction engine ever built. It was powered with a valve-in-the-head, oil cooled, slow speed, two cylinder, horizontal engine developing about 22-45 horsepower. It was sold to an Iowa farmer in 1902 and successfully operated on Iowa farms for 17 years, proving that the new type of farm power was practical. In 1903 the little company built fifteen gas traction engines of 22-45 horsepower. Five of them were still in successful farm operation in 1930 — proof of correct engineering and quality work.

The first advertisement ever published, which called the attention of the public to the new gas traction engine for farm and threshing purposes, was run by Hart-Parr in the "American Thresherman" in December, 1902. The first trade paper advertisement ever published calling attention of implement dealers to the profits possible through the sale of tractors was published by Hart-Parr in the "Implement Trade Journal" of Kansas City in the summer of 1907. Today millions are invested yearly by the farm equipment industry advertising tractors and tractor operated equipment.

The first engines built by Hart-Parr in 1896 were valve-in-head engines, years before the automobile world claimed that type as their own creation. All Hart-Parr tractors have always been powered with valve-in-head engines. To Hart-Parr goes credit for their development.

The first engines built by Hart and Parr at the University were cooled with oil. They originated the idea in this country. They used it consistently until 1917, when it was displaced for water cooling, to eliminate extra weight in light tractors.

In 1905 Hart and Parr perfected the first successful system of burning low grade kerosene for fuel. They developed the water injection system to prevent preignition, and in 1906 equipped all their tractors with this new device.

Hart-Parr Company staked its future on the new gas traction engine. Because originally no other company was even experimenting on gas traction engines except as a side issue, Hart-Parr has been given the proud title, historically correct, of Founders of the Tractor Industry.

By 1907 Hart-Parr had standardized on the 30-60 type of traction engine. That year in an effort to distinguish their gas traction engines from the competing steam traction engines of that day, they advertised their engines as TRACTORS. The name stuck. The public accepted it. Today it is the name of the industry, an industry that has revolutionized agricultural production methods, lowered production costs, and largely driven human drudgery from the farm. The industry employs tens of thousands of men and turns millions of dollars into productive channels yearly.

At the time of the merger with Oliver in 1929 Hart-Parr was recognized as the largest exclusive manufacturer of farm tractors in the world.

#### STATIONARY ENGINES

First oil-cooled stationary engine built by Hart and Parr was made in Madison, Wisconsin, in 1898 when they were both students at the University (See Fig. 1). Their company, Hart-Parr Gasoline Engine Company, was formed before graduation. Stationaries were the main part of the business when they moved to Charles City, Iowa, in 1900.

#### HART-PARR 17-30 (NO. 1)

Hart-Parr tractor No. 1 was built in 1901 in Charles City, Iowa. It had a two-cylinder horizontal, four-cycle engine with a 9-inch bore and a 13-inch stroke. Engine was sparked by a low tension generator and cooled by an oil cooling system which required five expansion bulbs that can be seen in Figure 2. Tractor was rated to pull a four- or five-bottom plow. This Hart-Parr No. 1 was the first successful production tractor ever built, earning Hart-Parr the recognition as "founder of the farm tractor industry". No. 1 was used for over five years by one owner. Figure 2 also shows the 1000 pound flywheel used to crank engine. Operator's platform is in the rear section, radiator in the middle section, and engine just forward of radiator. Notice chain drive.

#### HART-PARR 22-45 (NO. 2)

Tractor No. 2 used a two-cylinder horizontal, oil-cooled, gasoline engine operating at 280 rpm. Exhaust pipes terminated in radiator to induce draft. No expansion bulbs were required. Forward and backward motion controlled by one lever. Advantages were; operating cost approximately one-half that of steam engine; no water, steam, gauges, boiler, flues or grates to service; no fires to endanger fields. After a long, successful life, No. 2 was dismantled. Figure 3 shows that no seat was provided for operator.

#### HART-PARR 18-30 (NO. 3)

Old No. 3 was basically the same as the 17-30's which followed. They had a two-cylinder horizontal, four-cycle engine with a 10-inch bore and 13-inch stroke. Water injection reduced detonation or "knock" permitting installation of two carburetors. No spark plugs were employed – a make-and-break ignition, powered by eight dry cells, had points inside combustion chamber. Earlier, eight Edison-Leland wet cells hermetically sealed in glass jars were used. Engine was oil cooled and lubricated by sight feed, drip oil. No. 3 was used by original owner for 17 years and is now in U. S. Smithsonian Institution Museum, Washington, D. C. where photo in Figure 4 was taken.

## 1902 - 1903

1903

![](_page_47_Picture_10.jpeg)

![](_page_47_Picture_11.jpeg)

![](_page_47_Picture_12.jpeg)

## r was made in

1898 - 1906

1901 - 1902

![](_page_48_Picture_0.jpeg)

#### HART-PARR 17-30

This series was a continuation of the old No. 3 (18-30) previously discussed. Fifteen units were built in 1903; all sold and used successfully. These tractors were a great improvement over the No. 1 built in 1901. Figure 5 illustrates a "closed" radiator for oil coolant which depended upon exhaust-induced draft for radiation. This was abandoned in favor of the corrugated fin radiator shown in Figures 4 and 6. The 17-30 weighed 7-1/4 tons.

#### HART-PARR 22-45

#### 1903 - 1906

This tractor was an improvement over the No. 2 (22-45) built in 1902. An induction magneto and pressure lubrication were used. An "auto-sparker" (dynamo) was offered as optional ignition equipment, but five dry cells were required for starting. Rear wheels were 5-1/2 feet in diameter and tractor weighed 19,000 pounds. Figure 6 shows belt pulley with planetary reversing gears inside. Note chain steering linkage.

ARR 22-45 (1907)

HART PARE 30-60 (1913) ON DISPLAY IN CHARLES CITY IOWA

![](_page_48_Picture_8.jpeg)

#### HART-PARR "OLD RELIABLE" 30-60

1907 - 1918

"Old Reliable" was powered by 300 rpm, two-cylinder, kerosene-burning horizontal engine incorporating dual-jump spark ignition with low tension magneto. Five dry cells were used to start engine with gasoline. A centrifugal pump along with forced draft derived from exhaust pressure in radiator circulated oil coolant through radiator. Engine employed a mechanical sight-drip oiler and hit-and-miss governor. One 2.3 mph forward speed and one reverse speed were controlled by a single lever. An "Old Reliable", weighing 10 tons, is now on display in Charles City, Iowa. Figure 7 shows flywheel side where engine was started by turning 1,000 pound flywheel.

#### **HART-PARR 40-80**

#### 1908 - 1914

The 40-80 had pulling power of 40 horses. Four-cycle, four-cylinder horizontal engine was equipped to burn either kerosene or gasoline. Oil-cooled engine had jump-spark ignition with dry cells and high tension magneto and force-feed lubricators. Canopy for engineer was optional. Belt pulley 40 inches in diameter with 16-inch face turned at 400 rpm. Tractor with 8' 2" rear wheels had two forward speeds up to 3.4 mph. Figure 8 shows belt pulley side of tractor and planetary reversing gears inside of pulley. Note built-on step ladder for mounting this 18-ton tractor. Practically all parts except cylinders, flywheel, and pulley were made from steel or drop forgings.

#### HART-PARR 15-30

#### 1909 - 1912

The 9-inch stroke engine of the 1909 model (not shown) operated at 500 rpm. It had two 8-inch cylinders located opposite each other. Engine was oil cooled, had force feed lubrication and provided two forward speeds up to 4-3/4 mph. Rear wheels, driven by open spur gear pinion and internal bull gears, were 6' 1" in diameter. Two different models, one for threshing and one for plowing, were offered. Figure 9 shows right side of later 1911 model with two vertical cylinders. Note governor balls at top-left of cylinder.

![](_page_49_Picture_3.jpeg)

1911 - 1912

1912 - 1914

1914 - 1915

This tractor with its four-cylinder vertical engine, which used either gasoline or kerosene, was the largest tractor made by Hart-Parr. After 1912, the trend was to medium and small sized tractors. Wheels of this tractor were nine feet in diameter. Figure 10 shows this "two-stack" 26-ton monster with engineer standing near rear wheel.

#### HART-PARR 20-40

This two-cylinder vertical engine, operating at 400 rpm, was also oil cooled and was lubricated with force feed mechanical lubricator. It had a K-W magneto, tricycle wheels, shoe clutch, and open drive bull pinion with internal bull gears offering speeds of 2.2 and 4 mph. Elaborate steering linkage on right side of tractor is shown in Figure 11. Small center tank holds water for injection in fuel system for

#### HART-PARR 12-27

antiknock.

This popular model for road work was powered by a one-cylinder engine which used either kerosene or gasoline. It was oil cooled and used force feed lubrication and the proven jump-spark ignition employing one set of dry cell batteries—no magneto. Either 40" x 8" or 44" x 12" front wheels were available. A canopy for engineer was standard equipment. Figure 12 shows clutch and belt pulley side. Note open rear wheel drive gears.

![](_page_49_Picture_10.jpeg)

![](_page_49_Picture_11.jpeg)

![](_page_49_Picture_12.jpeg)

![](_page_49_Picture_13.jpeg)

![](_page_50_Picture_0.jpeg)

#### HART-PARR "LITTLE RED DEVIL"

The two-cylinder, two-cycle, thermosyphon water-cooled engine of this 15-22 horsepower tractor which operated at 600 rpm was unique because it had no valves, no transmission, and no differential. Valve ports in cylinder walls were opened and closed by up and down movement of pistons. Reverse direction was obtained by reversing rotation of engine while operating at slow idle. Because tractor had only one rear wheel, no differential was required. Speeds of 3-1/3 and 2-1/4 mph were obtainable. Figure 13 shows operator's seat which was offset.

NEW HART-PARR 12-25 (1918)

#### HART-PARR 18-35

This "Oil King" model with its one-cylinder, vertical engine was popular in Europe as well as in the United States because it was thought of as "an all-around workhorse". Radiator for cooling of oil was located in mid-section of tractor. A cab was provided for engineer. Figure 14 shows clearly the wheel lugs that were cast as a part of rear wheels. Engine was cranked by turning flywheel.

## NEW HART-PARE 12-25

#### 1918

The water-cooled engine of this tractor, which operated at 750 rpm, had two horizontal cylinders and was sparked by a high tension magneto with impulse starter ignition. Water was cooled with a radiator, pump, and friction drive fan. Unit had Madison-Kipp force feed lubrication, sliding gear transmission, and cast internal final gear drive. Speeds of 2 and 3 mph were standard. Exposed bull pinions and bull gears are shown in Figure 15.

![](_page_50_Picture_9.jpeg)

15

#### HART-PARR 15-30 "A"

#### 1918 - 1922

The 15-30 "A" was an enlarged and an improved "New Hart-Parr" with same basic features described above. Six inch bore engine used kerosene, but was started with gasoline. In Figure 16, note that fan shaft is driven by friction drive from flywheel. Exhaust muffler can be seen beneath radiator near front of tractor.

1915 - 1918

![](_page_51_Picture_0.jpeg)

# 18

![](_page_51_Picture_2.jpeg)

1921 - 1929

![](_page_51_Picture_3.jpeg)

#### HART-PARR 10-20 "B" 10-20 "C"

1921 - 1922 1922 - 1924

This small, compact all-purpose tractor was powered by a 2-cylinder, horizontal, kerosene burning engine. This unit was small version of the famous 15-30 model. The "B" model had a 5-1/4" bore while the "C" model had a 5-1/2" bore. Figure 20 shows the belt pulley side of 10-20 "C" model.

## 1919

This was an improvement of the popular 18-35 "Oil King" shown in Figure 14. Figure 17 illustrates the "35" pulling a road grader. Note extra lugs added to rear wheels which already had built-in lugs.

### HART-PARR STATIONARY ENGINES

stationary power.

HART-PARR "35" ROAD KING

20

![](_page_51_Picture_11.jpeg)

period. Figure 18 illustrates the model "30" two-cylinder engine and

Figure 19 shows the model "40" four-cylinder power unit.

![](_page_52_Picture_0.jpeg)

#### HART-PARR 15-30 "C"

1922 - 1924

The 15-30 "C" had a kerosene burning, two-cylinder horizontal engine with a 6-1/2" bore, centrifugal governor and a high tension magneto. This force feed lubricated, water cooled engine operated at 750 rpm. Tractor, which had drive wheels 52 inches in diameter with either angle or spade steel lugs, weighed 5,570 pounds, and sold for \$1295. Figure 21 shows exhaust pipe extending from underneath radiator.

![](_page_52_Picture_4.jpeg)

#### HART-PARR 22-40

1923 - 1927

This four-cylinder horizontal engine with a 5-1/2" bore in reality was two 10-20 engines side by side, each having its own carburetor. Having same general features as the 15-30 series, it sold for \$2250. It was cranked from right side as were all 10-20, 15-30, and 22-40 series. Figure 22 shows left or belt pulley side of tractor that was equipped with angle iron lugs.

#### HART-PARR WASHING MACHINE

1924 - 1927

![](_page_52_Picture_10.jpeg)

Models "A" and "B" were both operated by vacuum-electric. They had copper tubs, with or without gas burner heater, and motor-driven wringer with safety features. Machine, which sold for \$155, was driven by either a 110 volt, 1/4-horsepower Westinghouse electric motor or Cushman gas engine. It was also available with belt pulley only for separate power source. Figure 23 shows machine with wringer assembly removed. Note castors on legs.

![](_page_52_Picture_12.jpeg)

#### HART-PARR 12-24 "E"

#### 1924 - 1928

This series was an improved 10-20 model which had a two-cylinder horizontal engine with a 5-1/2" bore. It was rated to pull a two- or three-bottom plow. Large external bull gears were enclosed and run in oil. Figure 24 shows belt pulley side of tractor which was equipped with spade lugs on wheels.

#### HART-PARR 12-24 "H"

#### This series had features basically the same as 12-24 "E" including a two-cylinder, four-cycle, valve-in-head engine operating at 850 rpm. Engine had Madison-Kipp force feed lubrication and used gasoline, kerosene, or distillate fuels. Bore of 5-3/4 inches was 1/4" larger than bore of 12-24 "E" engine. This tractor had three speeds from 2 to 4-1/4 mph, weighed 4800 pounds, and sold for \$1050. It was rated to pull a two- or three-bottom plow or operate a 24-inch threshing machine. Figure 25 shows belt pulley side of tractor.

![](_page_53_Picture_2.jpeg)

![](_page_53_Picture_3.jpeg)

1924 - 1926

This was an improved 15-30 "C" model (See Figure 21) which had a two-cylinder horizontal engine with a 6-1/2" bore. The 16-30 was rated to pull a three- or four-bottom plow or operate a 28-inch threshing machine. Figure 26 shows right side of tractor where cranking jaw can be seen directly beneath water pump.

HART-PARR 18-36 "G"	1926 - 1927	
18-36 "H"	1927 - 1930	

These tractors had four-cycle, two-cylinder horizontal engines which operated at 800 rpm. Oiled by forced feed lubricators, they used gas, kerosene or distillate fuels and were sparked by a Bosch high tension magneto. Series "G" had two forward speeds while series "H" had three speeds from 2.26 to 4.14 mph. Both models had only one reverse speed. Tractor weighed 6,100 pounds and sold for \$1350. Tractor was rated to pull a four-bottom plow or operate a 30-inch threshing machine. Figure 27 shows a Hart-Parr 18-36 "H" with spade lugs.

#### HART-PARR 28-50

1927 - 1930

Two 12-24 engines with a 5-3/4" bore and 6-1/2" stroke, placed horizontally side by side and operated at 850 rpm, comprised this four-cylinder valve-in-head, four-cycle engine. Two forward speeds of 2.26 and 3.2 mph plus one reverse speed were standard. It was rated to pull a five- or six-bottom plow or operate a 36-inch threshing machine. Tractor weighed 8,600 pounds and sold for \$2085. Figure 28 shows a 28-50 with cab.

![](_page_53_Picture_11.jpeg)

![](_page_53_Picture_12.jpeg)

1928 - 1930

![](_page_54_Picture_0.jpeg)

Ralph Risbrudt's 12-24 Hart-Parr

![](_page_54_Picture_2.jpeg)

Fenner's 18-36 Hart Parr

![](_page_54_Picture_4.jpeg)

David Hansen's 30-60 Hart Parr

![](_page_55_Picture_0.jpeg)

Testing the tractors on the dynometer was a big attraction at the show last year. That is the 40-80 Minneapolis on the best. The 30-60 E Rumley is giving the Minneapolis a pull to help it back into the belt as it was a very muddy day. In the left hand corner is the 10-ton Holt, and in the upper right is the 25-50 Aultman Taylor threshing.

![](_page_55_Picture_2.jpeg)

The lineup of Oilpulls at our show. Left to right - 30-60 E. 15-30, 20-40, 16-30, 30-60 S, 25-45, and 20-35. This year we will add a 15-25.

![](_page_56_Picture_0.jpeg)

**Country school in session** 

![](_page_56_Picture_2.jpeg)

Queen coronation and variety show

![](_page_56_Picture_4.jpeg)

Entertainment

![](_page_56_Picture_6.jpeg)

Crowning of Queen Sue Mark of Underwood

![](_page_56_Picture_8.jpeg)

Meals served on the grounds

![](_page_56_Picture_10.jpeg)

Sunday morning worship service on grounds

![](_page_57_Picture_0.jpeg)

![](_page_57_Picture_1.jpeg)

There are over 100 gas engines on display and running at the show

![](_page_57_Picture_3.jpeg)

Earl Nelson's nicely restored 15 HP Fairbanks Morse

![](_page_57_Picture_5.jpeg)

Pictured are an Associated, type Z Fairbanks Morse, type N Fairbanks Morse, and a 6 HP Challenge

![](_page_57_Picture_7.jpeg)

![](_page_58_Picture_0.jpeg)

Bill Vogelaas threshing rig taken about 1911 east of Sioux Center, Iowa. 25 HP Minneapolis return flue engine and 44 x 64 Minneapolis machine.

![](_page_59_Picture_0.jpeg)

Canadian Northwest harvesting scene. A group of Toronto Light binders at work on a Manitoba farm.

![](_page_60_Picture_0.jpeg)

Henry Ferguson and Henry Ford made an oral deal in 1938 whereby Ford would produce the Ferguson tractor. Later, however, relations between the two companies deteriorated to the point where Ferguson, in a suit against Ford, received a settlement of \$9,250,000 with respect to patent royalties.

![](_page_61_Picture_0.jpeg)

![](_page_61_Picture_1.jpeg)

![](_page_61_Picture_2.jpeg)

These are some scenes from Dawson, Yukon Territory, Canada. The locomotives were used for hauling freight and in the mines, and were donated to the city of Dawson. The sternwheeler was used on the Yukon river for hauling both freight and passengers.

![](_page_61_Picture_4.jpeg)

![](_page_61_Picture_5.jpeg)

# Railroading

The railroads were a very important part of the development of this country. They gave the early farmers a bigger market and an incentive to develop their production. The railroads also opened the way west to many who could not have endured the hardship of travel by wagon or on foot. The following stories tell of what the railroad meant to the settlers in this area. There are also a couple of the many humorous incidents that took place in the early days of railroading.

![](_page_62_Picture_2.jpeg)

The Lake Region Pioneer Threshermen's Association also hopes to become involved in railroading in the near future. We have acquired a narrow gauge locomotive, and as soon as we can locate enough track we will get it into operation. Our locomotive, pictured above, is a 4 drive that was made in Paris, France by the Decauville Company. It is said to have been captured by the German forces during World War II, and used to haul ammunition in the Black Forest region.

## Railroad Track That Failed - 1872

By Lewis Bothun

In the summer of 1872, many emigrants who were still looking for land and homes came in groups and were going West. By now almost all government land was being taken by homesteaders.

Some roamed further and further along to the West and northward along the Red River Valley. There was still room for thousands of homes along this practical valley.

As yet, there was a real struggle for the pioneers in Grant and Otter Tail counties. They needed train service.

In the summer of 1872, the St. Paul Pacific came and started to buy and lay out the land length they needed for train rails. Every once in a while contractors came and put up camping shanties and hired farmers to work for them. Horse teams were scarce in those days, so they laid narrow rails and had dump wagons that they hauled with one horse. Most men used wheel barrows and shovels.

There were many men who wanted work, so they were put to work on the big plentiful hills of this community.

The foremen of this work ordinarily were husky, nasty Irishmen. Most of the workers were Norwegians who did not understand English. When the boss hollers, "Go to work, boys," it was as if it went through both body and bone. They stood down in those big railroad cuts and worked for dear life, so the sweat run while the thermometer showed 100 degrees in the shade. And if one dared to put the spade down and wipe their forehead with his shirt sleeve to remove the sweat that run into their eyes then the boss would holler, "Get a moveon you boys." It happened several times that a number of men fell faint and they had to pour water over them. But, oh my it was good to earn even a few dollars, so the main thing was to hold out as long as possible. Especially as they were reminded that they had debts at the storekeeper, and besides that it would be nice to have several dollars in the pocket also.

Railroad work continued towards fall, but all at once it was quits. Later they discovered that the company that had promised a large sum of money from Europe failed to keep their promise and went bankrupt. Oh, what disappointment - they had all been overjoyed hoping for a market place nearby so they wouldn't have to be out driving and suffer, both men and oxen, over those endless Herman prairies. And to think of all the good land gone to waste. Some had settled while there were others who were, as yet, not satisfied with the price the company paid and they didn't get a cent.

## Railroad that was Built in 1879

#### By Lewis Bothun

The summer of 1879 there were rumors that this year there really was going to be built a railroad. Soon the surveyors came around and surveyed the road as straight as possible. Not long after came the contractors and put up their tents and sheds.

Yes, now there was life in the air again. The farmers came and as many as possibly could brought their horses. They used horses and road scrapers, wheel barrows and shovels.

The farmers' wives went to work and boarded the railroad crews. In the evenings after working hours one could see the crews coming in groups flocking to the farm houses for food and lodging.

Everybody in the community was busy. The girls had to help Mother make meals, and the boys had to do the field work while Dad was out making money working on the railroad. Everybody had forgotten all the hard times that they all had suffered during the grasshopper years. Both men and women were making money and all was good. The country store had all they could do to have on hand groceries and salt pork for the farmers.

It was an unusual strife to prepare enough food for so many hungry stomachs. There were no conveniences in the kitchen - there were wood stoves to cook on - water and wood had to be carried in - and all food made from "scratch" as the saying goes.

In the fall of 1879 the track was ready as far as Dalton, and oh what a day of rejoicing that was.

The first railroad was known as the St. Paul, Minneapolis, and Manitoba Railroad. The name was changed to Great Northern in 1889.

![](_page_64_Picture_9.jpeg)

Logging locomotive at Saskatoon show in Canada

![](_page_64_Picture_11.jpeg)

Picture taken in North Carolina of a Frick steam engine made over into a narrow gauge locomotive.

### The Day the Train Came into Dalton - 1879

#### by Clinton Bergerson

The day the first train came into Dalton was a Sunday afternoon with lots of people standing along the tracks to marvel at a train that none had ever seen before. However when the train got as far as the Svien's place, it stopped and let on a bunch of young people and let them have a ride into town. It was a ride they never forgot! When the train stopped the train men gave a long whistle which scared Bakke's cattle so badly that they ran for the woods. It was not until much later that night that they got the cattle back home.

There was a turntable at Dalton then because that was as far as the track was ready — so the train was turned around and again headed back for the Citites.

The train came on a regular schedule after that. It is recalled there was a large wooden box on the west side of the track between the two sloughs by Svien's where the train stopped and took on water.

The first engines burned wood and later coal. There was a large coal car next to the engine and one could see the fireman shoveling coal into the burner chute — which was a very hot job in the summer time.

![](_page_65_Picture_6.jpeg)

Great Northern engine that tipped over on the side track at Dalton in 1937. The engine was switching gravel cars for the paving of Highway 59, but too much gravel and rocks got on the tracks forcing it off the rails.

![](_page_65_Picture_8.jpeg)

Great Northern depot in Dalton

# Skay's Terrors

(as told to James B. Cain)

As most of us know, the Shay geared steam locomotive was always a creditable performer in hauling heavy loads over crooked rails characteristic of a logging operation, or an open pit mine, or a quarry. Look at one from squarely in front, you would see the boiler slightly to the left of center, to balance the vertical steam engine on the right side; the bevel-and-pinion gearing to each axle, with ingenious, yet very rugged drive shaft, universal joints, and telescoping shafts, to permit the trucks to follow tracks which no conventional side-connected locomotive could negotiate. And, with engine dragging along at about 3 miles per hour, the low-geared engine, especially the three-cylinder machine, exhausted like a machine gun. And a stone quarry, served by our railroad, had a Shay (many railroad men called them "Limas" because Lima (Ohio) Locomotive Works built many of them) geared engine performing their interior switching. Our railroad permitted them to enter a siding with that Shay (or "Lima") to leave us about fifteen loaded hopper cars, and pick up the empties we would leave them for loading.

It was a crisp, cold early January morning, in 1920. Still working the extra board, I caught the head-end braking job on the local freight. Our engineer, and old head, always on the prowl for a juicy overtime job, had just bid in on this local after years on end pulling thru freight. A retirement had just left this local job open, and Mr. Hungry Horse latched onto it. Although he had run past that quarry a few thousand times on thru freight, he did not know that they had a Shay working there. The fireman knew; so did I.

Ordinarily, the loads would be standing in the siding east of the spur track switch, and, holding our empties, we would pull out the loads and put them into our train, and return with the empties where the Shay could be brought into the siding to pick them up. But this time the loads were not yet there, so we pushed the empties back into the siding and returned to our train to get an empty (I was not long on whiskers, but I did not have to have a conductor standing over me to tell me every move) so that we could pull the loads off their spur without bringing our engine into the forbidden spur. The conductor had gone to the office to get the waybills. The rear end brakeman was back flagging. Still waiting, Hungry Horse and the fireman and I were standing beside our engine steps, not too much bothered by the 20-degree temperature, or several inches of snow. I heard the hard-pulling Shay, and saw the steam and smoke being blown almost straight up by the heavy exhaust, and turned to move over to where I could stop him at the right spot, and line up the switch. I didn't go.

Hungry Horse, swatting me over the shoulder with one hand, the fireman with the other, yelled out: "C'mon, let's get to hell outta here, fast!"; and began running away from the tracks. He was in his fifties, and plenty hefty, but the fireman and I, not knowing what it was all about — yet — had a time trying to keep pace with him. On the top of a little knoll about a hundred feet from the tracks he paused.

"What is that !&?\$ idiot trying to do?" he roared. Then he saw — the old Shay dragging fifteen heavy loads at about one and three-fifths miles per hour, exhausting like a main-liner doing sixty per! He felt like less than two cents!

I had work to do, stopping the Shay's crew just clear of the siding, and lining the switch to get them back on the empties, and getting hold of the loads with our engine.

The conductor came; he had seen the whole performance; the Hungry Horse stampede and the fireman and I running because he ran, not stopping to think. News got around fast. The fireman and I both came in for some ribbing, but we let it glance off of us. Not so with Hungry Horse. From that day until his retirement in the late 1930's, mention Shay (or Lima) to him — feet, be kind to your owner!

![](_page_67_Picture_0.jpeg)

## Marker Trouble

(as told to James B. Cain)

I was braking, head end, on a fast freight, merchandise train. Our 140-mile division, of real main line quality, heavy steel, good ballast, and fully protected by automatic block signals; double track, of course. The block signals were spaced about two and one half miles apart, but operating within the block system were signals about one mile up track from each station, and immediately down track. Purpose, to protect train standing at station, or switching within the limits of said station.

Our engineer was a hard old Scotchman, something of a rawhider, but a darn good railroader. Our engine was a comparitively new Mikado (2-8-2 type); one of the United States Railroad Administration's gifts to the railroad during World War I, and old Sandy Mac knew what to do with it. He knew what to do with me, too, and he stayed on my neck to double check every signal with him, his style of education for a rookie brakeman.

With only forty-eight cars, no real heavy loads, we really rolled along well on schedule, uphill to the mid-point of the division, which I will call Midland Junction, where we stopped for coal and water.

There, just pulling out ahead of us, was a drag freight, peddling empty cars for grain loading, to be spotted at elevators by the day time local freight. We didn't grow any moss at Midland Junction, but it was less than two hours before daybreak that we pulled out.

I was a bit figity about that slow-moving peddler on the main ahead of us, and Mac did not have to urge me to watch the signals, and seven of them were green as grass. About twenty miles to the west was Branch Creek, where the railroad topped a slight grade, thru a shallow cut beyond the Branch Creek mile board, and curved over a thousand feet of curve into the town. Branch Creek had both east and westbound passing sidings; the westbound siding was on the inside of that curve. The head block was green; I called it, and Mac repeated. Then it happened —

Like a pistol shot, the air exhausted from the brake pipe, setting up every brake in emergency. I was in the gangway, behind the engineer, when Mac bellowed out: "Unload; we're into somebody!"

Glancing over my left shoulder, I saw Mac wrestling with air, throttle, and reverse lever. Then I peered around the back of the engine cab, and suddenly felt very sick as I saw a pair of red lamps, the read end of a freight caboose, seemingly rushing toward us. My knees buckled; it was a wonder that I did not fall out of the engine. I blocked the fireman's path, but he did not try to get past me. He probably saw what I did not see: Mac releasing the driving wheel brakes, centering the reverse lever, and closing the throttle. Meanwhile I hung on, waiting, it seemed, an eternity, for the sickening crash. The strong odor of burning steel assailed my nostrils. Then a green blotch flashed before me, and a succession of dark shapes, as the train brakes, which could not be readily released, dragged the train to a stop. Very weakly, I descended to the ground, and found myself standing beside a freight train in the westbound siding. Mac, grabbing a spare lantern, brushed past me, on his way back to a caboose, ready to dismember a conductor and a rear end brakeman.

Operating rules require, as most of us know, two red markers on the rear of any train running on the main line. But, when a train is in a siding, clear of the main, or in an adjacent yard track, or, on the main line, and running against the current of traffic, those markers must be turned ninety degrees to show green to the rear.

The crew of that peddling drag freight, drawing local freight pay and not too much interested in getting in on time, had cleared for us, but forgot to turn their markers to green to the rear! And they were not green men!

Fortunately, our conductor arrived, and calmed Mac down, preventing a war! Then we sized up the situation. One pair of wheels on our locomotive tender sounded like they were square instead of round; that engine would not run thru on to the next division. A secondary dirt road crossed the tracks just east of the switches, and that dirt road provided us with an alibi for a pair of flat wheels.

"Damage to wheels, engine 864, due to emergency stop mile post 89.6, automobile stalled on tracks at grade crossing." And so it stands, to this day!

![](_page_69_Picture_0.jpeg)

A scene taken behind the Dalton Hardware Store in 1918. Center is Conrad Thompson, the dealer, on the right is Jens Strotroen, and the other is unknown. Shown are two 20-36 International tractors and a 24-36 Individual threshing machine.

![](_page_70_Picture_0.jpeg)

A lineup of large tractors in front of the museum. From left to right — 30-60 Model S. Rumley Oil Pull, 30-60 Russell, 30-60 Aultman Taylor, 40-80 Minneapolis, 30-60 E Oil Pull, and a 30-60 Hart Parr

![](_page_71_Picture_0.jpeg)

30-60 S Oil Pull owned by Carl Evavold of Ashby. This is one of the most powerful tractors on the grounds.

![](_page_71_Picture_2.jpeg)

Aldrich Carlson's 16-30 Oil Pull. It was just repainted last year and it looks and runs real nice.

![](_page_71_Picture_4.jpeg)

![](_page_71_Picture_5.jpeg)

Ten-ton Holt set up for dozing. This tractor is similar to the 60 Cat and was used for plowing snow in Ely, Mn. for many years.






16 HP Advance owned by George Melby





22 HP undermounted Avery owned by Henry Johnson

## Ghost Story from Dalton Feb., 1886

Courtesy Fergus Falls Journal

All this winter the walker on the Manitoba Railroad has noticed, at a point about 4 miles east of Dalton, a strange appearance of lights, which flickered and danced, and seemed to be beckoning him toward them. He observed that they were of different color — blue, green, red, and yellow. His first theory was that they were a will-o'-the-wisp (a light seen at night moving over swamps or marshy places, believed to be caused by the combustion of marsh gas) was soon abandoned on account of the diversity of colors. He further noticed that they never appeared except when he passed the spot late at night.

By many repetitions of his story in Dalton he finally induced scoffers and disbelievers to think there might be something to his story, and late Sunday night 3 or 4 of Dalton's good men accompanied him on his lonely walk along the railroad. Sure enough, at the accustomed spot the lights appeared — waving, flickering and beckoning. After watching them for some time the party concluded they were not ready to risk conflict with supernatural powers without reinforcements. They retreated in haste.

Their story Monday attracted much interest and that night a body of 8 or 10 men determined to solve the mystery. They reached the place, found the beckoning lights, and made a bold advance toward the "spectre". The lights became more brilliant as they advanced and before reaching the spot they decided they had not yet sufficient attacking force and also retreated.

Tuesday, Dalton was all excitement over the occurance, and on Tuesday night 100 men assembled, armed with axes, knives, revolvers and guns, vowing to run the ghost to earth that night or die in the attempt. The four mile walk was quickly accomplished and then the crowd made a determined dash in the direction of the multicolored fiend which beckoned them on. It is sad to spoil a tragedy, but the truth must be told. The party found the ghostly spot, but there was no ghost. Instead, they found a house with red curtains, and in front of the house an old shanty through the panes of which the lights of the house reflected towards the railroad track. The colored curtains and the refracting power of the frost on the shanty's windows gave the effect of different colors to the light, and interposing branches of the trees produced the flickering and wavering appearance. The crowd first thought of demolishing the shanty and slaying the track walker, but did nothing more desperate than retrace the weary four miles to Dalton. By Wednesday there was not a man in the township of Tumili who had ever been foolish enough to have gone ghost hunting.

## First Church in Fergus Falls Organized in 1870

The very first church to be organized in Fergus Falls was the Baptist Church. Many early immigrants were Baptists who came from Smaaland and Gottland, Sweden in 1869 and 1870. They settled in the southeastern part of Fergus Falls which became known as Gottland. In the summer of 1870, they were visited by Rev. O. Okerson, who at that time was a missionary among Swedish Baptists in Minnesota. He encouraged them to organize into a Baptist Church and for this purpose they met in the little log cabin of Charles O. Hallberg on the 24th day of August, 1870. They called themselves "The First Swedish Baptist Church of Fergus Falls, Minnesota." There were twelve Charter members. They were C. Johnson, Nels Dahlberg, Mrs. Johanna Dahlberg, Anna Dahlberg, Chas. O. Hallberg, Nels Peterson, Mrs. Nels Peterson, John Lang, Mrs. Lang, Abraham Hallberg, Mrs. A. Hallberg and Chas. Lindell. For two years they were without a pastor but continued to meet in different homes to worship God and to have spiritual fellowship.

These early pioneers found the Indians to be quite numerous and often unfriendly. The privations and troubles that they had to endure can hardly be described. The nearest railroad station was at St. Cloud, 125 miles away, and this distance had to be traveled on foot. The nearest trading post was at Alexandria. The winters were severe and the living quarters were very poor and consequently there was much suffering. But they were a hardy people and they looked forward with great hope and trust in God.

In the fall of 1872, Rev. O. Okerson was called to become the first pastor. He remained about four years. During this time the influence of the Gospel became felt in the community and the membership grew to forty. The need for a church building became evident. In 1875 the church decided to build a church building at 113 E. Washington Ave. The cost of the building was \$800.00. There was great joy among the members of this group when they had their own house of worship for the first time.

A daughter church, namely Oscar, now the Rothsay Baptist Church, was organized in 1881.

In 1882 the church decided to sell its building on Washington Avenue for \$2100.00. A new building was erected at the corner of Court Street and Bancroft Avenue and the cost of that building was \$2,500. That building served the church until 1911, when a third church building was erected at 416 S. Court Street at the cost of \$12,000. The membership at that time was 141.

The Swedish language was used entirely for all church business meetings and the morning worship service until January of 1931. At that time it was voted to discontinue the use of the Swedish except for every other morning worship service. This continued for a few years when it became apparent that a more effective ministry could be carried on with all the services in the English language.

The present building located at 629 E. Channing Avenue was dedicated in July of 1963. The building provides a seating capacity of up to 500 at worship services.

"All this is from God who through Christ reconciled us to Himself and gave us the ministry of reconciliation, that is in Christ, God was reconciling the world to Himself." II Corinthians 5: 18, 19.



Last year we set up our largest stationary steam engine. It is a Corliss with a 24 x 48 cylinder. It has a 15 foot flywheel with a 35 inch face.

It was made by the Allis Chalmers Co. for the Reo Car Co. of Lansing, Michigan in 1906. It was later moved to Bay City, Michigan for use in a lumber company where it was in operation until the 50's.

In the summer of 1974 the club purchased the engine and moved it to Dalton. These pictures show the loading crew in Bay City, unloading the engine at Dalton with the Carlson crane, Aldrich Carlson standing by the fly wheel, and the engine as it appears today.







## About Our Show

The Lake Region Pioneer Threshermen's Association is a non-profit organization. No compensation is paid to members for equipment displayed. All proceeds received by the club are used for paying operating expenses, building, purchasing new equipment or improving the grounds.

Each year we try to improve our show, and to bring you something new and different to see.

Pictured are two of the attractions that were added to our show last year. In the upper right is David Hansen's 25-50 Aultman Taylor. Below is Harold Hansen's Atlas factory show engine.





## A Special Thanks

To the Case Company for the material on pages 29-34.

- *To the White Farm Equipment Company for the material on pages 36, 37, and 49-56.*
- To the Massey-Ferguson Company for the material on pages 62, 63.
- To the International Harvestor Company for the material on pages 42-45.
- To Charles Loken and the West Otter Tail Soil Conservation District for trees donated to the Association.

And to all those who by coming to the show, either to watch or operate equipment, make the show possible.



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