

Our

25th

ANNIVERSARY

1978

LAKE REGION PIONEER THRESHERMENS ASSOCIATION

presents



The Saga of

“THE PAST IN ACTION”

Dalton, Minnesota

“Home of the Giants”

Ninth Edition

Dedication

The Lake Region Pioneer Threshermen's Association dedicates this 25th anniversary edition book to all those who have helped the show to begin and to grow: the founders, the club members, the equipment operators, and most of all the audience.

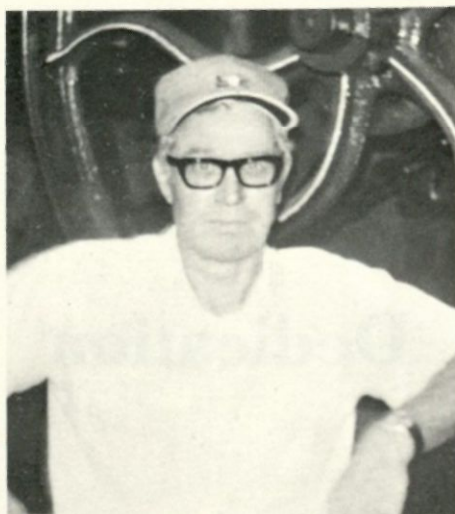
COVER PICTURE

One of the show's original engines, the 25 H.P. Gaar Scott double cylinder, pulling the 40x64 Minneapolis separator into the setting.

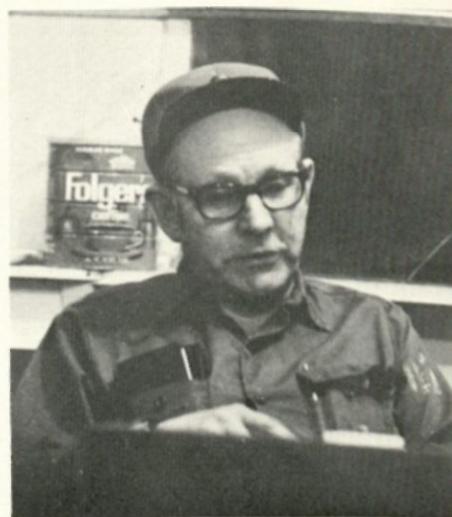
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LaVern Simdorn, President
Fergus Falls



Ralph Risbrudt, Secretary
Dalton



Milton Martinson, Treasurer
Ashby



Ralph Melby
Dalton



John Halvorson
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David Hansen
Elbow Lake



Harold Hansen
Graceville



Kenneth Bratvold, Vice President
Ashby



Glen Melby
Fergus Falls

President's Message

The Lake Region Pioneer Threshermen's Association presents this special edition of "Today Touching Yesterday" to commemorate our 25th reunion. Without the foresight of George Melby, Ralph Melby and Kenneth Bratvold, we would be unable to let our children of this area see the "Past in Action". What more wholesome way can an entire family spend a week end than see these large steam engines in action, Threshing, Wood Sawing and Plowing. Our reunion has enlarged from steam engines, to gas tractors, gas engines, cars, Black Smith shop, Print Shop, School House, Dalton Depot, and many more numerous things to see of the past.

As the family arrives for the annual Threshing reunion, Mom and Sis head for the museum building to see the ladies quilting, churning butter, spinning and then on the Homemakers booth to see all the handy work done since the last reunion. Dad and Son would rather head for the giant steam engines, gas tractors, and large stationary engines. They all get together for a delicious dinner served by the Ladies Aid, and as the sun goes down on another reunion, they are already planning on coming back for the next year.

In closing, I keep telling my wife, she has only one person to blame or thank for me getting so involved in this reunion, her dad, Tom Campbell. He started taking me to this reunion in the late 50's. I'm really glad that he started taking me to these, and I hope to see you over the next 25 years, and then help us celebrate our Golden Reunion.

Lavern Simdorn
President

My Life in the Threshing Business

by Ralph Melby

I was born on a farm joining a small town called Silver Creek located about 20 miles southeast of St. Cloud, Minnesota. I recall when only a small boy, the steam engine was my main interest. When the threshing rig came to thresh for Dad I was in my glory. When we heard Dad say the threshers were coming on a certain day, we sure would be watching.

I remember my older brother Ben and I would sit on a knoll beside a large elm tree a few hundred feet from the house. This was a good place to sit. We could watch for quite some distance to see the old steamer coming slowly down the road, coming our way. That thrilled me more than anything else. When the rig had passed by, we would examine the tracks of the engine and would compare it with other steam engines that would come past on the same road. Come to threshing, we were never at the separator end or in the straw pile, but you would find us sitting on the tool box on the engine or if that was not allowed, we watched close by. The engineer in our minds, was really a great man that would run something that big.

In 1910, Dad sold his farm and moved to a larger farm 5 miles S.E. of Dalton, Minnesota. I was coming 10 years old that summer. They had threshing rigs about the same size up here too. The Helle Brothers had bought a second hand Advance rig that summer and threshed for us as they were our next door neighbors. In Silver Creek they fired with wood, but up here they fired with straw.

We still had the same interest in steam engines. When we got a little older, we would take over firing the engine. It seemed we could handle it pretty well except if the straw was poor or damp. Straw burning was common in this country at that time. Flax straw was next to coal in heat, but the engine threw a lot of sparks from it. Wheat straw was good, Rye next, then Oats; Barley was considered the poorest. Very few fired with coal until the 1930's.

As the older boys left home, I soon became the only one to help with most of the farm work. In the Fall, the boys would get a job firing the steam engines for threshing. We tried to finish the harvest and grain stacking before the boys left for threshing.

In 1916, my brother George and Albert Gilbertson bought their first threshing rig, a 22 H.P. Advance engine and a 36x56 Minneapolis separator. They threshed with this rig for several years. In 1919

George and Albert bought a second rig from the late George Huggett, Sr. They threshed with this rig one season. It was a 25 H.P. Gaar Scott, double cylinder engine and a 40x64 Gaar Scott separator. The separator was pretty well wore out. They used it only one season and wrecked it. In 1920, my oldest brother Joe and I bought the engine and purchased a used 36x56 Minneapolis separator, the one the Helle brothers traded in on a smaller gas rig.

In the fall of 1920, we threshed around Brandon, Minnesota. We hired Julius Nelson to run the engine. He had threshed around Brandon before so he got several jobs for us. I fired the engine that fall. We had a large run and finished the 6th day of November. In the middle of the run, we broke the crank shaft in the engine. Also in the process, the cylinder head and cross head broke. We ordered a new shaft and cylinder head, but we had to weld the cross head and it is still in the engine. After about 2 days and nights of repairing, we started threshing again. I recall before we finished threshing that Fall it was a real snow storm. We walked to Evansville and got a ride home. I don't remember if we took the train or a car. Some days later, I drove down to the rig to drain the boiler. I remember I screwed a plug out of the boiler and used a rod to punch a hole in the ice inside. The rig stood there about a month.

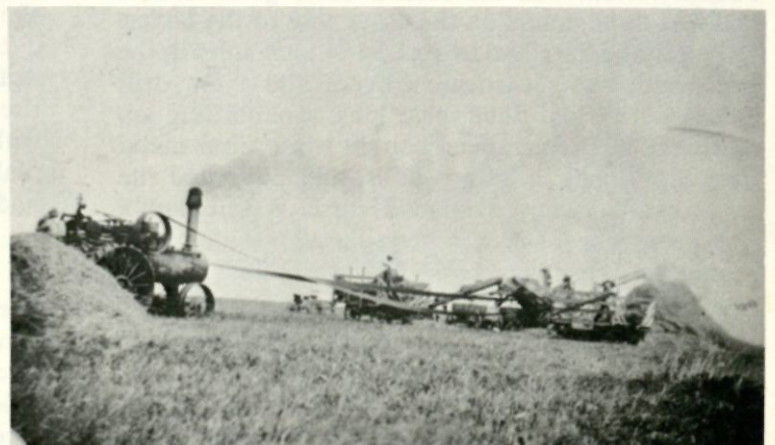
The first part of December, George, my brother-in-law Tom Bratvold and I drove down to get the rig. The snow had melted except for some drifts. Tom had a team of horses on the tank wagon. Soon we had water on the engine again. We put in coal grates and got some coal and we were ready for business again. We stayed overnight at the Larson Brothers farm which was the last job of the run. By the way, this was a big job. I believe there were seven brothers farming together. We threshed thirteen days for these people, all stack threshing. I fired all season. I got up at 4 A.M. each morning. At the Larson's, breakfast was on the table when I went out to steam up. They brought breakfast for me later in the morning. Now back to the moving of the rig. The winter had set in, it was windy and cold but no snow on the road. We moved from Larson's farm to Ashby that one day and part of a night. We stopped along side the street in Ashby, December 9th. The next morning we loaded up with coal. We bought some lignite coal to try it out, but I guess we didn't know how to handle it and when we had moved a couple of miles out of town, the lignite coal was all burned up, but we had enough other coal to get us home.



Filling silo on Frank Hotchkiss' place north of Ashby with 22 H.P. Advance owned by George Melby.



Melby brothers in 1920. From L to R, Ben, Joe, Ralph, and George. The 25 H.P. Gaar Scott double is in the background.



Threshing rye with the 25 H.P. Gaar Scott and 36x56 Minneapolis separator on the Charlie Anderson farm in 1920.

The next year, 1921, we threshed around Brandon again. This was my first year to run the engine. The run was shorter that year. New rigs were around so we never moved back to Brandon anymore.

We threshed a couple shock routes southeast of Ten Mile Lake which is about 5 miles south of Dalton. We threshed these routes a few years but we finally settled around Dalton and threshed some routes up to 20 years straight.

In 1924, the Minneapolis Thresher Company introduced a new steel separator. We traded in the old machine on a new 36x58 steel separator. We were the first ones to buy a Minneapolis Steel Machine in this part of the country. This machine lasted us some 22 years and was good when we sold it.

In the later part of Fall 1924, we bought a Birdsell Clover Huller and a 10-20 Titan Gas Tractor. We hulled clover and alfalfa through most of November. Before we finished hulling, the ground was froze solid. It got real rough to move. The tractor vibrated so bad on the frost that the spokes in the drive wheels broke off. We got through that Fall. The next year we got a pair of wheels from another tractor and our troubles were over. We hulled clover and alfalfa through 1930. The dry years came and there was no clover or alfalfa to hull. After the rig stood idle a few years, we wrecked it. Hulling was both a cold and dirty job. The dust getting into the clothes, you could itch and scratch all day and night.

In 1925, we decided to rebuild the steamer as it was subject to breaking the crank shafts. My brother Joe and I set in to do a job most everyone claimed we could not do, to dismantle the engine, take the counter shaft brackets off and switch them from one side to the other. After a lot of cutting, welding and hole boring, we put them on and they fit. The Fergus Foundry helped us out with some of this at the Foundry. Next was the intermediate gear bracket that had to be bolted on the other side of the boiler. The equipment we had to bore 14- $\frac{3}{4}$ inch holes in the boiler with was a carpenters brace and a few drill bits. After we had done these jobs, a babbitting job was in order. I remember I bought white silver metal from Sigelman's in Fergus Falls, and babbitted the crank shaft. It sure was good stuff. We needed a clutch and wheel so we went to Fargo and bought a wheel and clutch from a Mogul tractor. Much of this is still on the engine today.

For the first years, Joe would tend the separator and I was on the engine. In 1926, we built a gas station in Dalton. From then on, Joe took care of the station and drove the delivery truck and I worked in the service station except during the threshing season. I ran the steam engine for a few years after I

went into the gas business but I had trouble getting a good separator tender. It seemed to be easier to get someone to run the engine so I took over the separator tending for the rest of my threshing days. That was about 18 years.

I never had too much trouble tending the machine. Of course, dust was a bad thing and I had plenty of trouble with my eyes, but we made it all right. At times, I was elected to crawl into the fire box and expand the flues after threshing hours. I remember Joe and I got up a little after midnight. Most of the flues were leaking. A change in the water could account for that. Most of the time the water was good. In the dry years, we had trouble with dirty water as the sloughs were low and it was a long way to a lake, so we tried to make the best of it.

We would clean the boiler on Sunday after 4 p.m. so we could have most of the day to rest. I was always elected to clean the boiler and of course the tank man was to help. We used the tank pump to pump water for cleaning. It took about two hours from the time we started to fill the boiler again. Sometimes we would start a fire in the engine to warm the water. That would save the fire man at least a half hour in the morning.

In the later years, we fired with coal. There was little straw on the farm in the dry years. I recall threshing a whole shock run and never left a straw stack. All the straw was blown into the barns. That was very important in those days. Cattle and horses would eat straw like good hay. To begin with we had a man to sack the grain, filling 1 $\frac{1}{2}$ bushels in a sack. This was done on the ground. This didn't last too long. The farmers would sack the grain in their grain boxes so to save lifting the sacks. In a few years, we purchased a grain elevator. That really helped the grain haulers as most of the granaries were hard to fill and took a crew to work in the granary alone. We used a three horse power Hercules gas engine to drive the elevator. This worked real well. Farmers would cut holes in the roof of their granary and would watch the bins fill. As time went on, we soon began to use trucks to haul grain. I had a Ford 1 ton truck with a grain box and we hired another. This was a real good deal as there were no horses to watch. We had a good stack run for many years.

We threshed from south of Ashby to 5 miles north of Dalton. Not all stacked, but there was a good percent of the farmers who did. We hired four pitchers plus an elevator man and generally these fellows stayed by us all season. After the days threshing and supper, we might end up in the hay barn or upstairs in the farmer's house. Sometimes things got a little out of hand, but generally the boys would respect the ones we threshed for.



Home built tractor made by George Melby around 1920. The drive wheels are from a binder and the engine is about a 6 H.P.



Filling silo at Frank Hotchkiss farm with Ralph Melby's 25 H.P. Gaar Scott in 1920.



George Melby's old 10 H.P. Advance. This picture was taken back in 1926.

Sometimes, when threshing in the farmyard, and there were chickens around, there were nests in the stacks and all it took was one egg to start it and sometimes the eggs were not fresh either. But we sure had a lot of fun plus a lot of hard work. The men got so tough, they never seemed to mind anything.

As time passed on and everybody was buying tractors, my brother sold his share to Carl Kvernstoen. Carl and I went to Fargo and bought an old 65 Caterpillar Tractor. This was in 1938. We took the cylinders off and hauled them to Faro Foundry and rebored them and fitted them with new pistons and rings. This sure was a big change from the steam engines. We threshed with this tractor two years. Carl then wanted to sell his share to me because he had a job in the lumber yard. I bought his share and had a complete threshing rig by myself for the first time.

In 1940, I sold my share of the filling station and bought our home farm that belonged to the six heirs. As I needed a farm tractor on the farm, I traded the 65 Caterpillar for a Minneapolis U Row Crop Tractor. I used this tractor for farming and threshing and also silo filling for several years. I put rubber tires on the separator and a larger cylinder pulley. I also took out some concaves and used only 3 rows of teeth. This worked real well, fast to move and as we stopped raising Marquis Wheat, the grain was easy to knock out. The only trouble was, we had to stay out of the plowed fields. I used this tractor for about 8 years of threshing, silo filling and farming.

I was about to sell the farm, so I sold the tractor separator and grain elevator. That ending my threshing days. I saw it coming as some I had threshed for for several years were buying combines

and small separators as they already had the tractors. The rig I sold was only used a season or two. The separator was junked and the tractor sold again.

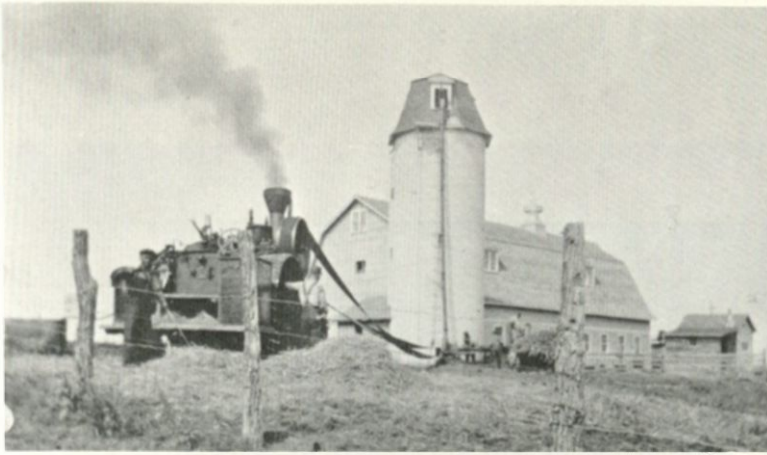
I had been along threshing from 1918 till 1948. I enjoyed it from start to finish. The old steam engine was parked on a farm where we used it last and when I purchased our home farm, I moved it over there. We used it to saw lumber at my brother George's place for two years. After that it stood on the mill site till we started the Thresherman's Club in 1954. It is now parked in the shed at the Threshing grounds. No doubt it did more work than any engine on the grounds.

I suppose if I had the chance to do over what I have done, I would thresh again. Only, I would buy a larger separator, maybe a Minneapolis or a Red River Special. But now all this is history. This year we are celebrating our 25th year as a Threshermen's Club. It was never thought that this show would last more than a few years, but it is still growing. I hope the ones that take over when we are gone will be more successful than we were. They have the equipment and buildings to build one of the largest shows in the country.

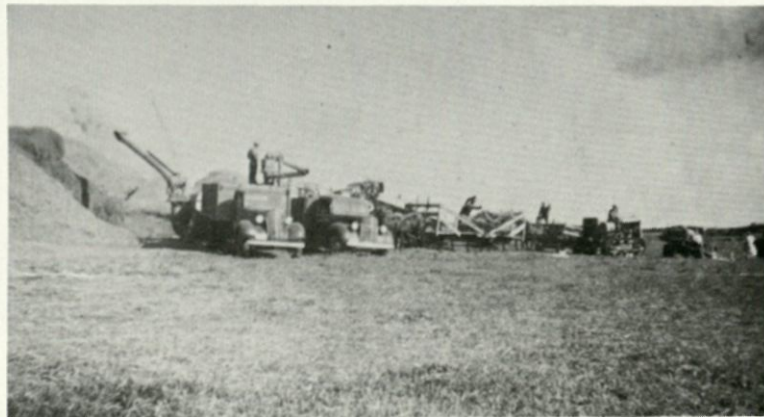
I have been on the board of directors from the first year till now, which is 25 years. It has been enjoyable all the way even if it cost both time and money. It was all worth it.

I hope to be active a few more years, if not, I must fall by the wayside like everybody must in due time. I have many friends far and wide. Some have gone on. I hope to see you all at the future shows. May God be with each and every one of you.

Ralph Melby



Filling silo at Neely Gray's farm, Pelican Lake township, Grant County. The engine is George Melby's 22 H.P. Advance.



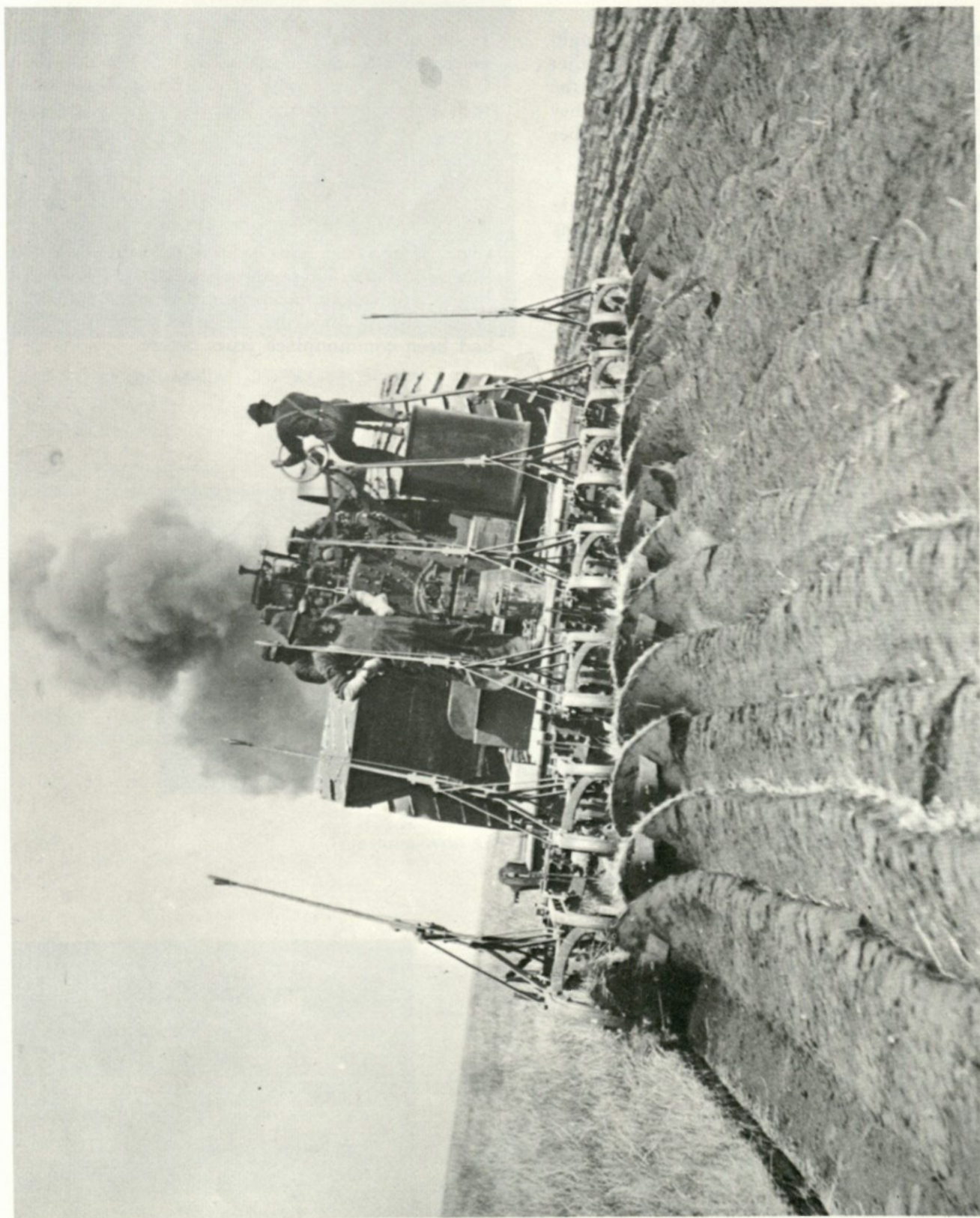
Threshing with Ralph Melby's 65 Caterpillar and 36x58 Minneapolis separator in 1940.



George Melby's Gaar Scott pulling Milton Amundson's truck loaded with hogs mired in St. Olaf township road, year about 1944.



Ralph Melby and his granddaughter standing in front of the 32 Reeves.



45 H.P. Minneapolis steam engine and 14 bottom John Deere plow, breaking virgin sod somewhere in South Dakota. The man

who had this rig was here several years ago; otherwise we have no record, but it was in South Dakota around 1916.

Our First Show 1954

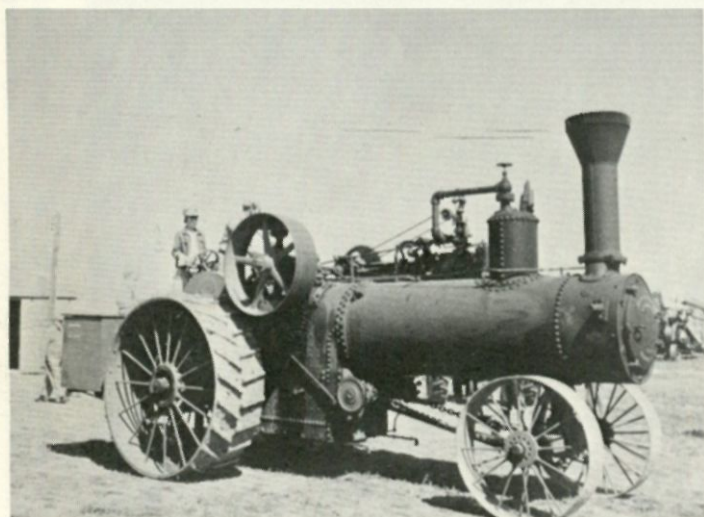
In the early part of 1954, George Melby brought a copy of the **Iron Mens Album** to his brother Ralph's house. Both of them were interested in the pictures of the various shows and engines since they had used steam engines for threshing and lumber sawing for many years.

So that summer they decided to do a little threshing again just for the fun as George was farming and wanted to stack his grain.

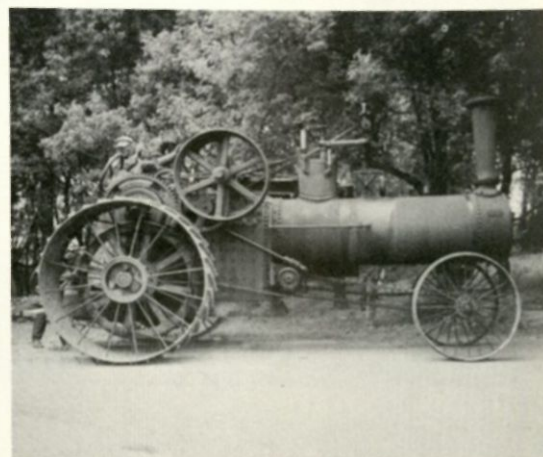
George and Ralph both had their engines from the threshing years and their nephew, Kenneth Bratvold, had purchased a 75 HP Case from John

Floom of Henning. A threshing machine was still needed so they purchased a 36" x 58" Minneapolis from Edwin Sethre, who lived south of Underwood, Mn. After a few repairs, they were all set for the 1st show.

George had stacked 6 stacks of grain on his farm north of Ashby, and on October 8th the show was on — threshing with steam for the 1st time in 16 years. The Kvam Ladies Aid set up a tent and served lunch for about 500 people that attended the event. Even though there had been no advertising, several people came from a distance to view the scene that had been commonplace years before.



George Melby's 25 HP Gaar Scott Single



Kenneth Bratvold's 75 HP Case



Ralph Melby's 25-75 Gaar Scott



Threshing with George Melby's Gaar Scott



1st lunch quarters — Kvam Ladies Aid

Our First Show

In 1955, our second show, a souvenir button was sold for the first time. It had a picture of the 25 H.P. Advance Rumley, and was white with black letters.

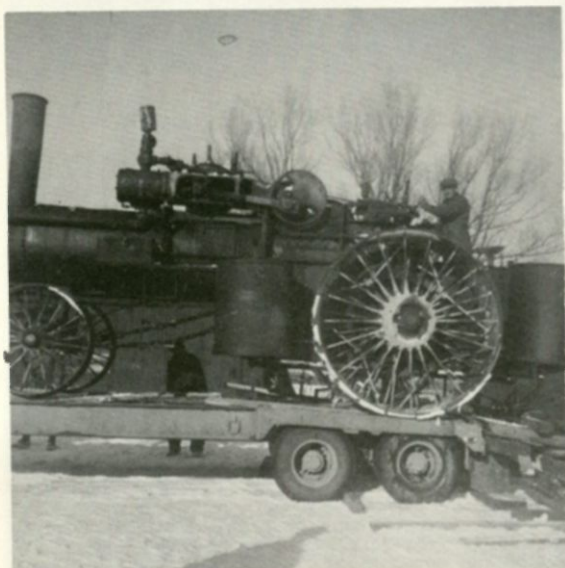


George and Ralph Melby had bought a 25 H.P. Advance Rumley engine from John Flom of Henning, Minnesota. This engine was restored the summer before the show. Nels Fossan purchased a 25 H.P. Wood Bros. from H. M. Jones of Little Falls, Minnesota, so there were 5 engines at the show.

Since few people had ever seen plowing with steam, a 10 bottom plow was purchased to demonstrate with.

The second show was also held on George Melby's farm. There was plowing, lumber sawing and threshing with two separators.

In attendance at the show were 4 miniature engines: a $\frac{1}{2}$ scale Advance owned by Norman Nelson of Rollag, Minnesota; a $\frac{1}{3}$ scale Minneapolis owned by Art Olson of Detroit Lakes, Minnesota; a 1" scale Case by O. Lofland of Detroit Lakes, Minnesota; and a 2" scale Case by Ted Bjorken of Osakis, Minnesota.



Loading the 25 H.P. Advance Rumley.



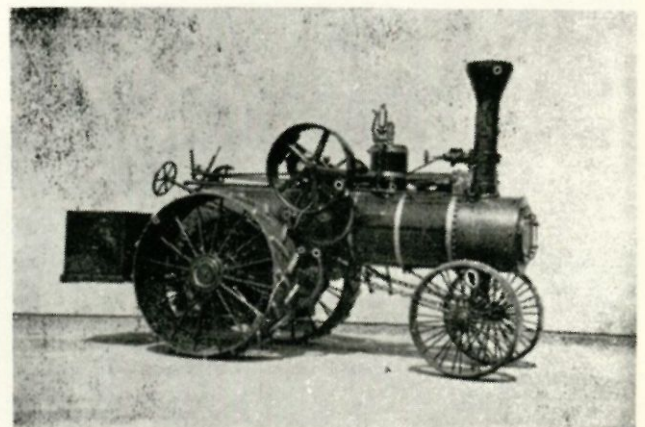
Nels Fossan's 25 H.P. Wood Bros.



Melby Bros. — George, Joe, Ben and Ralph at the 2nd show.



10 Bottom Plow



1/3" scale Advance built by Norman Nelson

The button for 1956, the 3rd show, again showed the 25 H.P. Advance Rumley. It was white with brown letters.



New attractions this year included a 25 H.P. Gaar Scott single cylinder steam engine from Gehecke Bros., Cass Lake, Minnesota; a 25-85 Nichols & Shepard purchased from Merle Jones, Little Falls, Minnesota; a 40x64 Minneapolis grain separator from Martin Zumack of Ortonville, Minnesota; and a hand-fed straw carrier separator built by the Doylestown Agricultural Works, Doylestown, Pennsylvania.

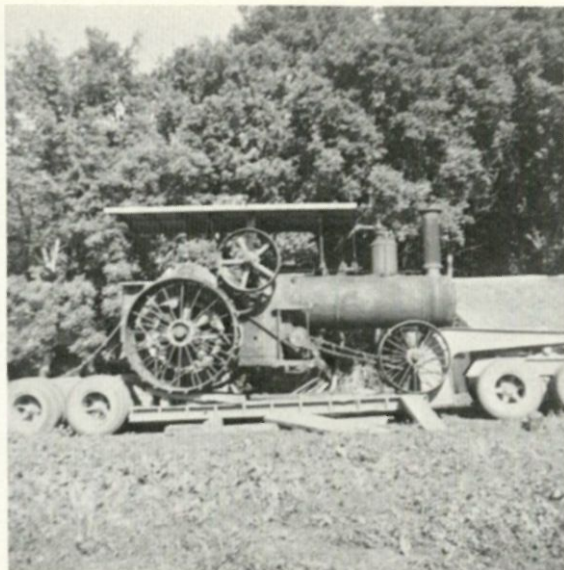
We threshed, plowed and had a prony brake for the first time, which turned out to be a crowd pleaser.

An 8x10 cook shack was built to serve meals and lunches. It was also used to store various items after the show.

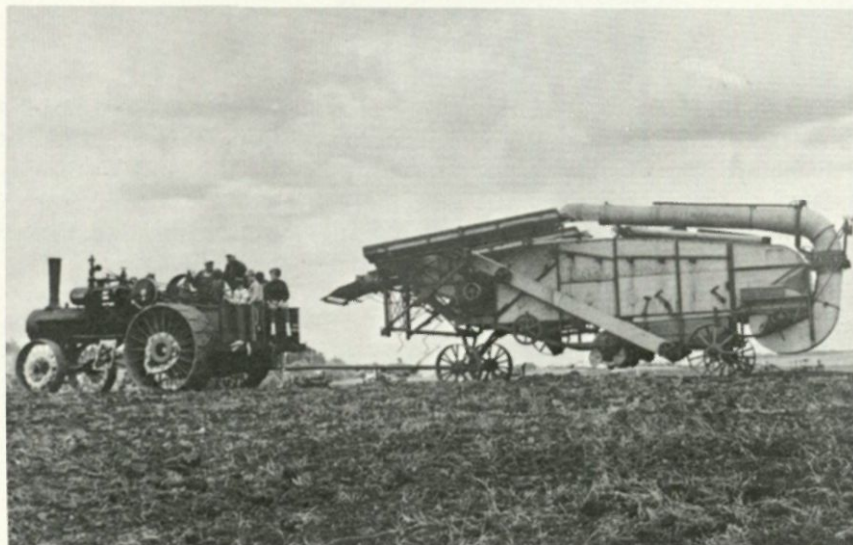
This was the last year the show was staged on the George Melby farm. The show had grown past all expectations and more help would be needed to put the show on. The Community Club in Dalton was contacted to see if they would be interested in helping to put the show on.



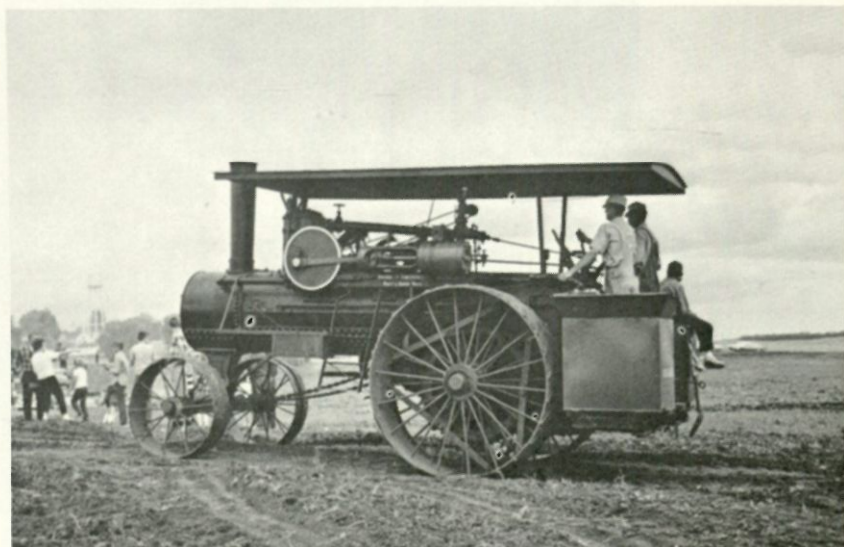
George Melby's hand fed separator.



Ralph Melby's 25 H.P. Gaar Scott. This engine was sold a couple of years later, traveling to Wisconsin and Montana before ending up at the Rollag Show.



40x64 Minneapolis separator.



Kenneth Bratvold's 25-85 Nicholas & Shepard.

The button for 1957, the 4th show.

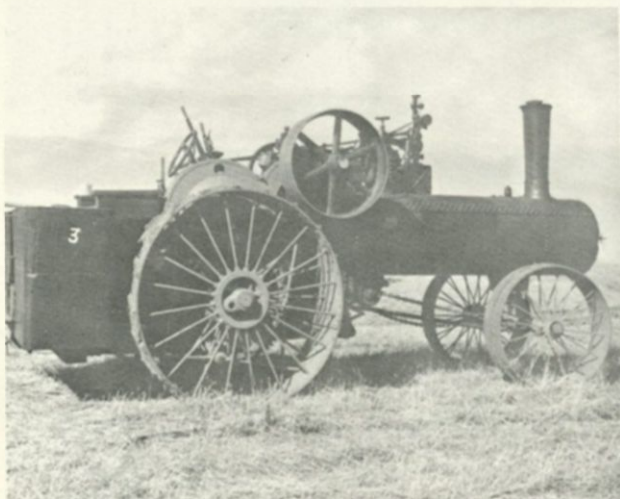


The Threshermen's Club and the Community Club came to an agreement and the equipment was hauled to Dalton shortly before the show.

The Community Club had made a deal with the Sagengs who farmed and owned land just north of town. They cut and stacked three settings of grain that year.

The fall was wet and just before the show we had a heavy rain. It was then decided between the Thresher's Club and Community Club to go one more day as the expenses were already there. So this was the first year we staged the show on Sunday, and also for three days.

An 80 H.P. Case was added this year. Kenneth Bratvold bought this engine from Merle Jones of Little Falls, Minnesota.



Kenneth Bratvold's 80 Case.

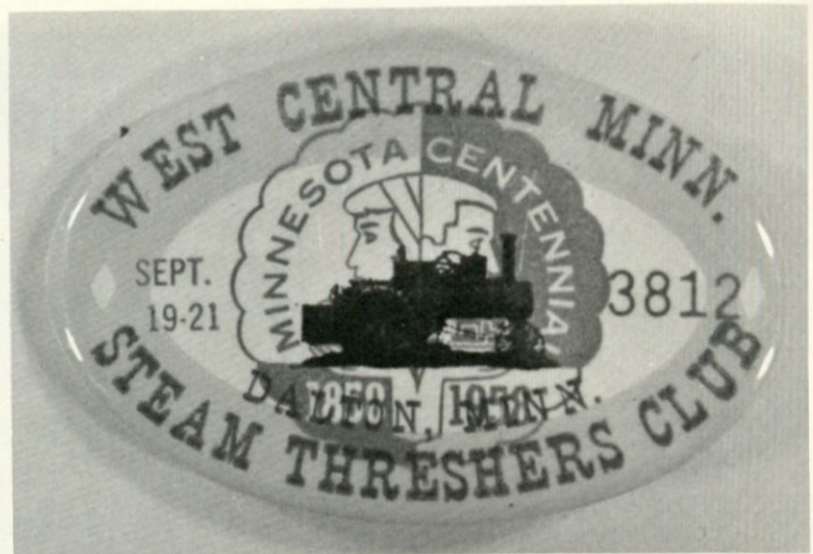


2 of the 3 settings of grain.



Line-up of engines at one of the early shows.

The button for 1958, our 5th show, also commemorated the Minnesota statehood centennial. The Nichols & Shepard 25-85 was pictured again this year.



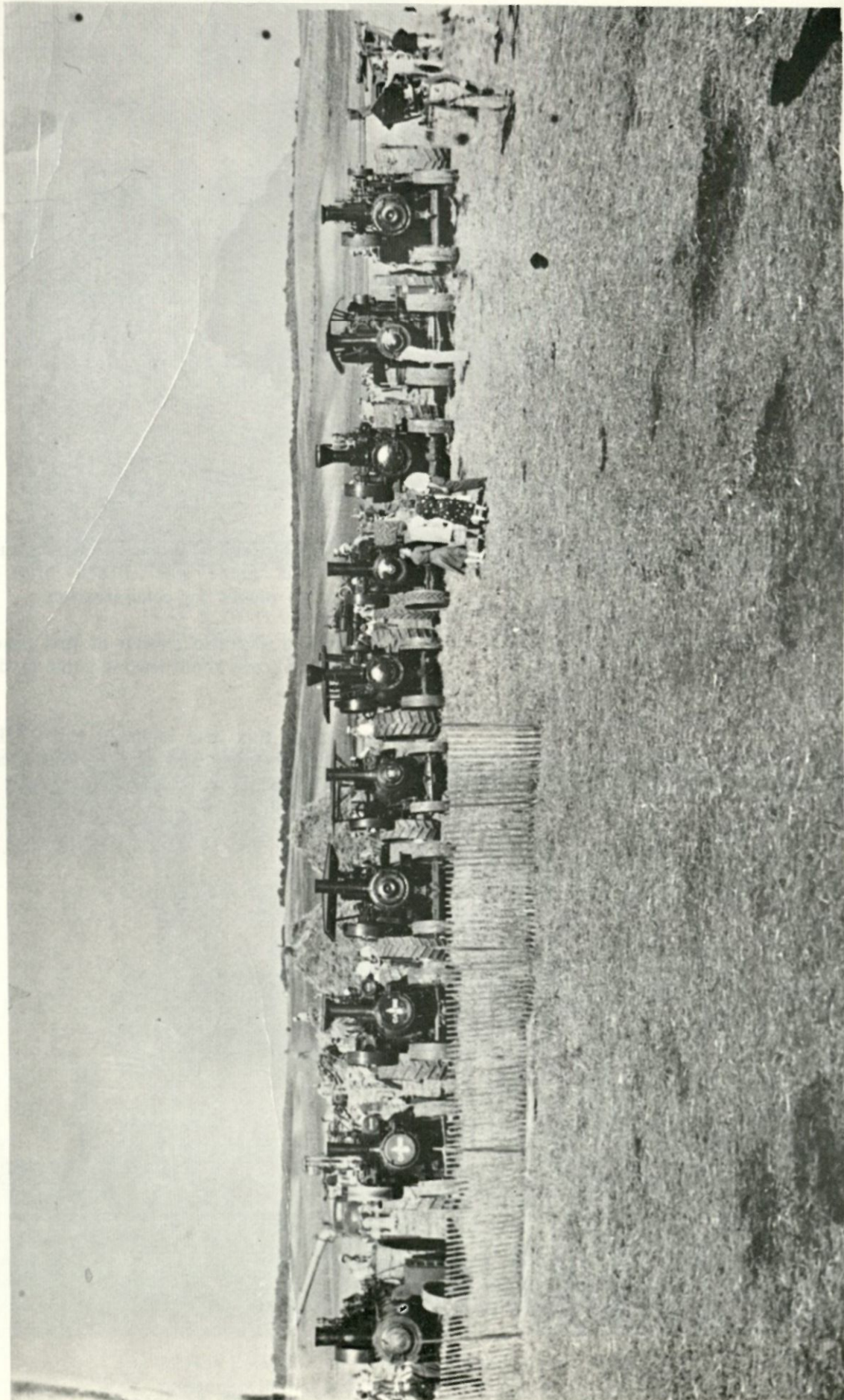
This year we staged a three day show on the northeast side of town on the Sageng farm. More steam engines were brought in and a Baker fan was built.

The weather was perfect, and Sunday was hot. We had the largest crowd and the most successful show up to this time.

We had trouble finding enough parking for the show, so the club started to look around for a more suitable location and also for a place to shed the machines. The engines and equipment were usually parked close to where the show was held. Sanford Skrove owned land on the southeast side of town and this would make an ideal location for our purpose.



Plowing with 80 Case and 10 bottom plow, Kenneth Bratvold and Art Nelson operating.



Engines at 1950 show. L to R, 25 H.P. Rumely double, 80 H.P. Case, 80 H.P. Case, 25-85 Nichols & Shepard, 18 H.P. Aultman-Taylor, 25 H.P. Gaar Scott double, 25 H.P. Wood Bros.,

25 H.P. Gaar Scott, 25 H.P. Reeves cross compound, and 25-85 Nichols & Shepard double.

The button for 1959, our 6th show, was white with red lettering. Pictured was the 22 H.P. under mounted Avery.



On March 25, 1959, the West Central Steam Threshers Club held a special meeting in the St. Olaf town hall to organize a club with a board of directors. The following board was elected: Nels Fossan, Kenneth Bratvold, Ralph Melby, George Melby, Alvin Young, Glenn Risbrudt, Hjalmer Grant, Henry Johnson, and Russel Matchinsky. Nels Fossan was the first president, and Kenneth Bratvold was elected secretary.

At this meeting the name of the club was

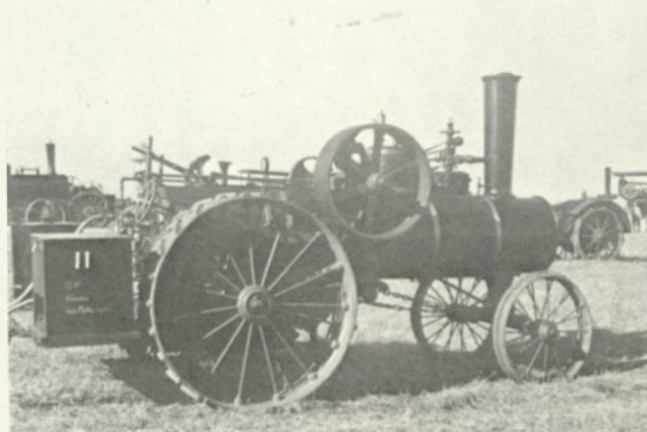
changed to Lake Region Pioneer Threshermen's Association. This name was chosen after the submission of 16 names for consideration.

A committee was also chosen at this time to contact Sanford Skrove about leasing some land for the show.

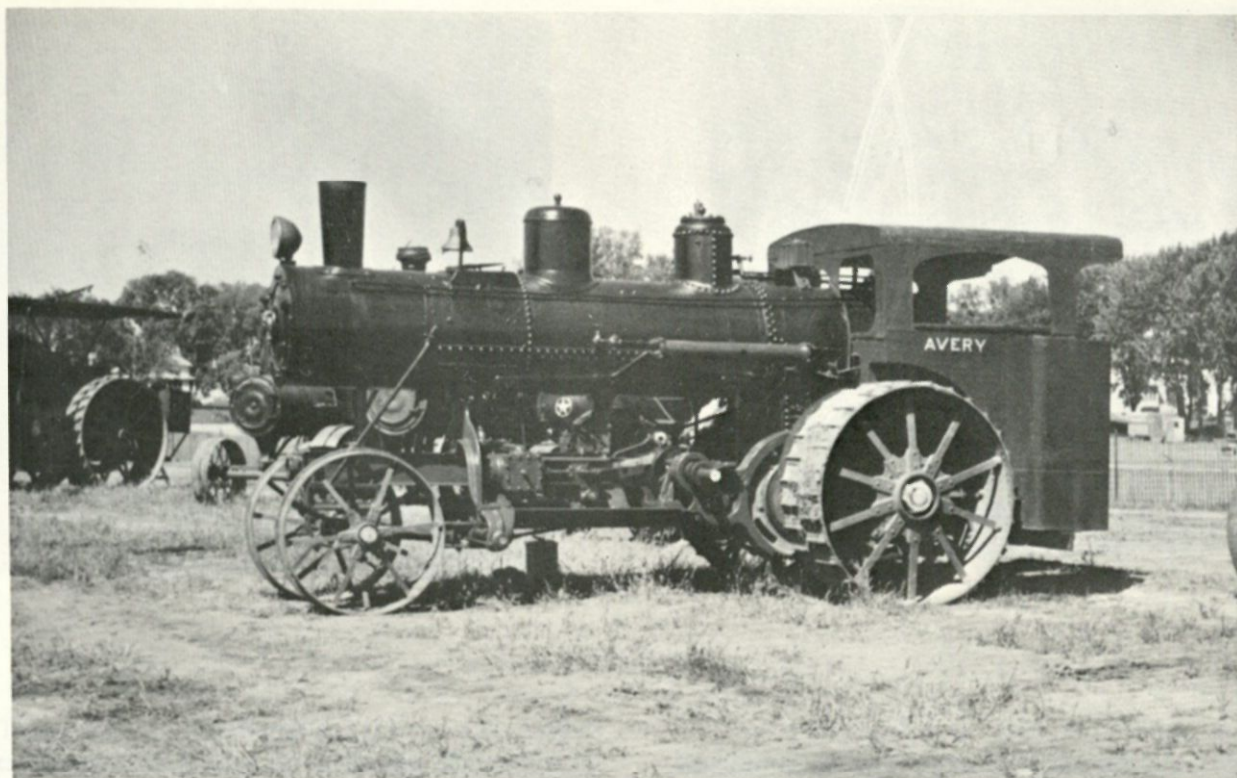
New engines this year included the 22 H.P. Avery, the 30 H.P. Huber, and 32 H.P. Reeves cross compound, and the 12 H.P. Advance.



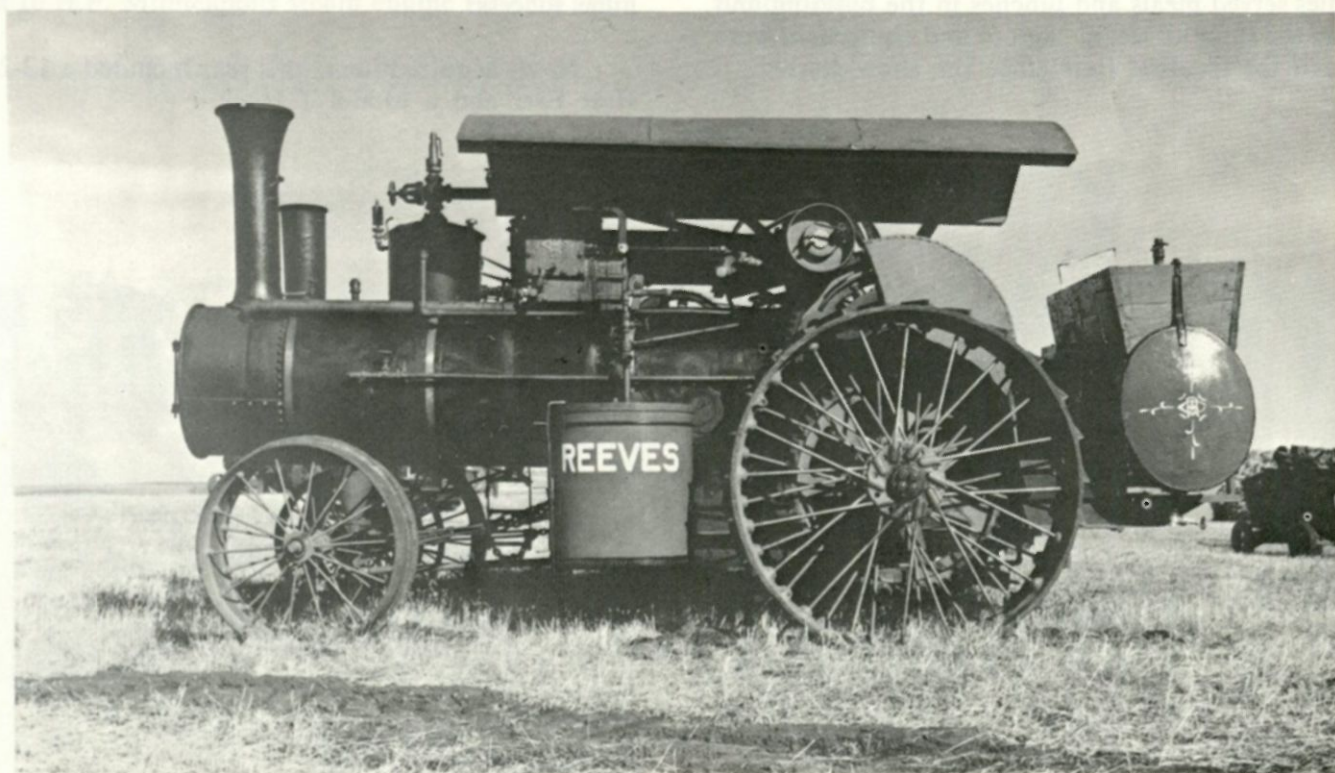
30 H.P. Huber



12 H.P. Advance



22 H.P. Avery under mounted owned by Henry Johnson. It is a 1912 model plow engine, and it has two speeds. This engine was bought from Clinton Jackson of Elva, Wisconsin.



32 H.P. Reeves Cross compound steam engine. It has one $8\frac{1}{2}$ " x 14" high pressure cylinder, and one 14" x 14" low pressure cylinder. This engine was built about 1908, and was used for plowing virgin sod in Montana.

The button for 1960, the 7th show, was white with red letters. It featured a picture of the 32 H.P. Reeves cross compound steam engine.



Before the 1960 show the board of directors and Sanford Skrove agreed to a lease of land on the southeast edge of Dalton. After signing the lease the club ordered materials for a 42x108 building. Material was bought for cost and all labor was donated. The building, which could hold 18 steamers, was finished a few days before the show, and this was a big step forward for the club. The ladies served meals and lunches in the building and after the show all steam engines and equipment were stored for the first time since the show started.

The 7th annual show was held September 23, 24, 25, 1960. The coronation of the new Queen of Steam was held on Friday evening with Mary Rude crowned as queen and Joan Henderson and Patricia Hansel as attendants.

The weatherman gave the club a few bad moments on Friday, but Saturday and Sunday were a huge success!

Newly acquired items this year included a 12-24 Hart Parr and a Model T truck.



Threshing with 28" Case separator, in background a 40" Minneapolis separator, Model T truck hauling grain. 1968 or before.



Ralph Risbrudt's 12-24 Hart Parr gas tractor in the parade.

The button for 1961, the 8th show, was white with blue letters. The 14 H.P. Minnesota Giant was pictured.

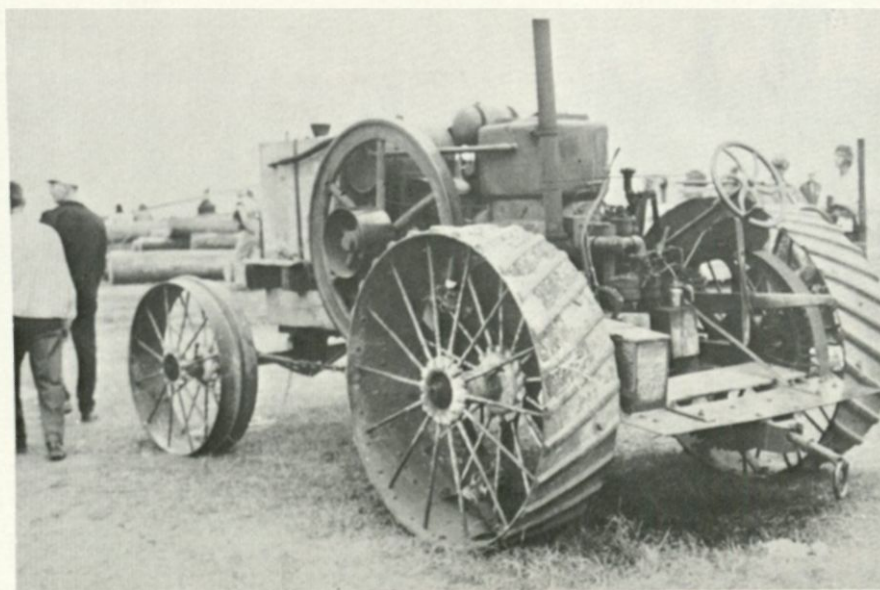


This year a membership ribbon was issued along with the membership card. We advertised in the Iron-Men Album, and several model owners were contacted to appear at the show. Visitors from 16 states registered at the show.

Some of the special events included the appearance of the Victor Sarelund team of oxen, and threshing with the 20 H.P. Witte gas engine mounted on 16 H.P. Minneapolis steam engine running gear.

A corn show was held on Friday, and this became an annual event for the next 8 years. You could bring up to 10 ears, and each entry had to come from within a 50 mile radius of Dalton.

The Queen of Steam was Linda Otteson. The attendants were Linda Ugstad and Peggy Henderson.



Peter Bitzan built this tractor over 60 years ago when he was 17 years old. He threshed for his neighbors north of Evansville, Mn. with this tractor for many years.

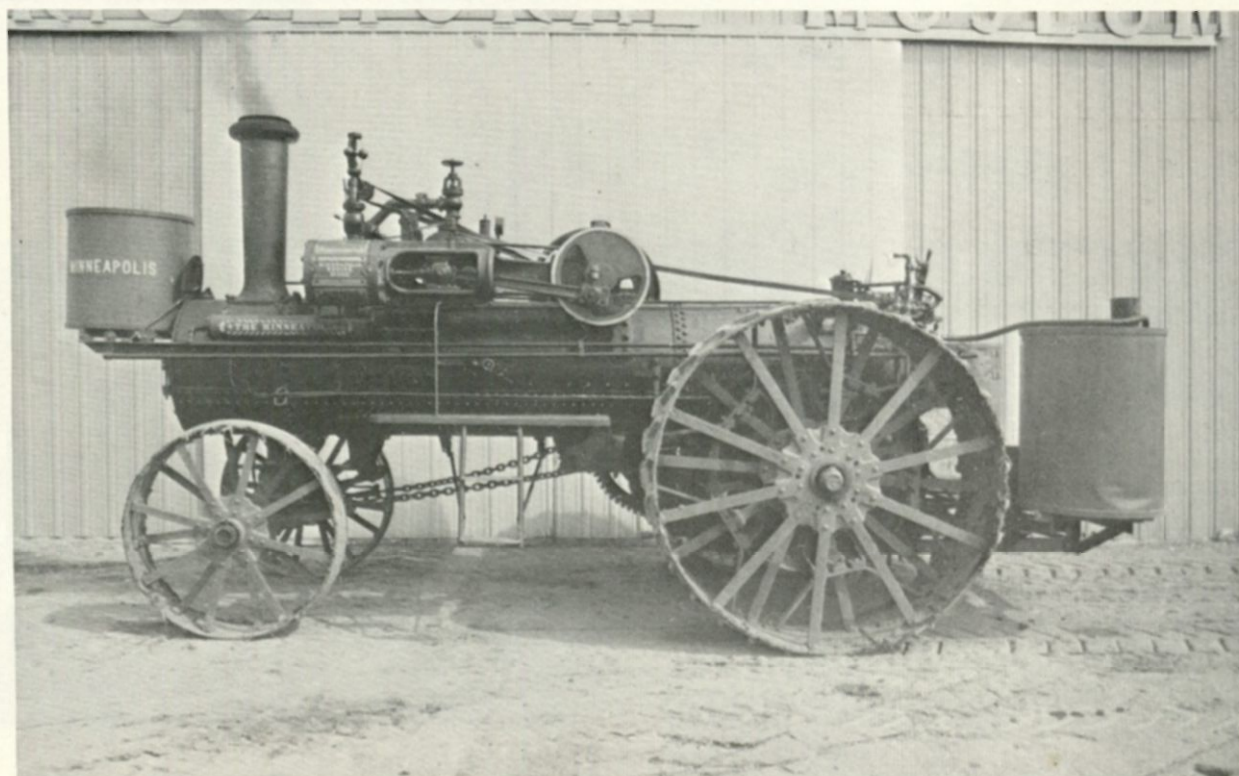
The button for 1962, our 9th annual show, was white with red letters. It featured a picture of the 80 H.P. Case.



After the 1961 show it was decided to build another building, as storage room was running short. The Dalton Lumber Yard bid \$1114.00 for a 30x60 pole type building. This was approved by the board, and this building was also put up with donated labor. The building was finished that fall and was in use for the 1962 show.

New attractions at the show this year included a 28 H.P. Minneapolis, which had been last used in a saw mill north of Grand Rapids, Mn.

The queen for 1962 was Peggy Henderson. Her attendants were Carol Larsen and Marlene Johnson.



28 H.P. Minneapolis

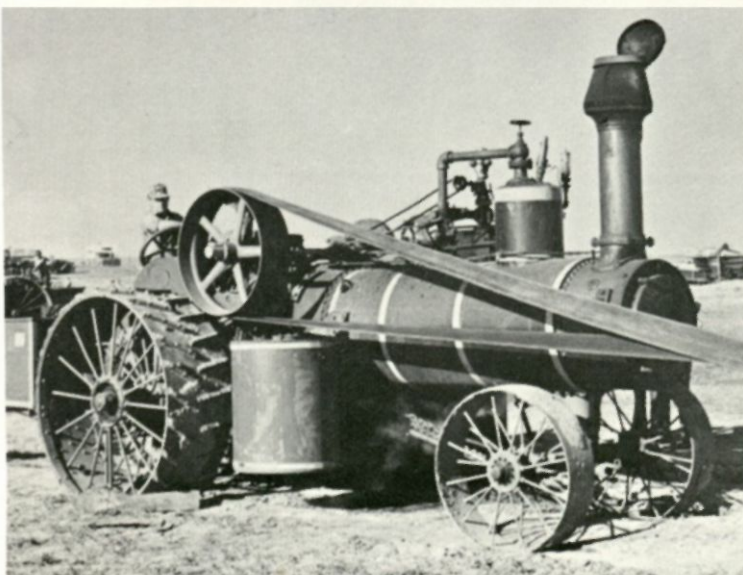
The button for 1963, our 10th show, was yellow with green letters. The featured engine was a 25-50 Flour City. This was also the first year that the outline of the state of Minnesota was used as a background.



Over 11,000 people from 13 states, Canada, and Norway, attended our 10th annual show. The weather was favorable all three days. The rain held off till all visitors left the grounds, then the clouds

burst their seams.

This year's show included 19 steam engines, 8 models, and a 6 horse hitch from Iowa.



25 H.P. Gaar Scott single bought by Ralph Melby in 1963.



Old time McCormick reaper shown at Dalton by Bothun Bros. in 1963.

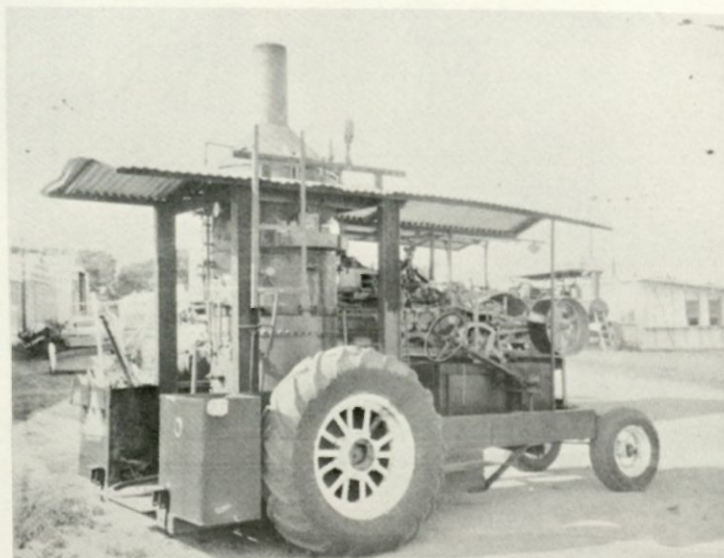
The button for 1964, our 11th show, was tan with black lettering. It pictured the 28 H.P. Minneapolis.



The weather was a little damp on Saturday this year, but Sunday dawned bright and clear. A beautiful fall day — just the right setting for a threshing show.

Frank Beck's home made steam tractor was among the new items this year.

The Queen of Steam was Mary Lou Thunselle. The attendants were Diane Dahlen and Kathy Risbrudt.



Frank Beck's home made steamer.

The button for 1965, our 12th show, was light green with black lettering. Pictured on the button was the 25-85 single cylinder Nichols & Shepard.



We made a lot more progress in 1965. The state legislature passed a law that would exempt all old equipment from personal property tax. We made an agreement with the land owner to take 4 to 6 acres of land out of production so we would have access to the buildings at all times. We published our 2nd edition souvenir book. This was also the year that we built the 40x100 quonset.

The weather for the 1965 show was so-so Saturday allowing the downtown parade as scheduled, but previous rains plus an added shower early Sunday morning was enough to postpone the show until October 2, 3.

The Queen of Steam was Kathy Risbrudt. The attendants were Kathy Tufte and Maxine Bergerson.



30 H.P. Russell came to Dalton in 1965.

The button for 1966, our 13th show, was blue with black lettering. Pictured was the 30 H.P. return flue Huber.



This year we had perfect weather for all three days. There was an estimated crowd of 10,000 on hand.

Princess Kay was on hand to distribute free ice

cream on Saturday.

The Queen of Steam was Maxine Bergerson. The attendants were Kathy Tufte and Maureen Olson.



Plowing with 32 Reeves and 10 bottom plow.

The button for 1967, our 14th show, was orange with black lettering. It featured a picture of the 30-60 Aultman-Taylor gas tractor.

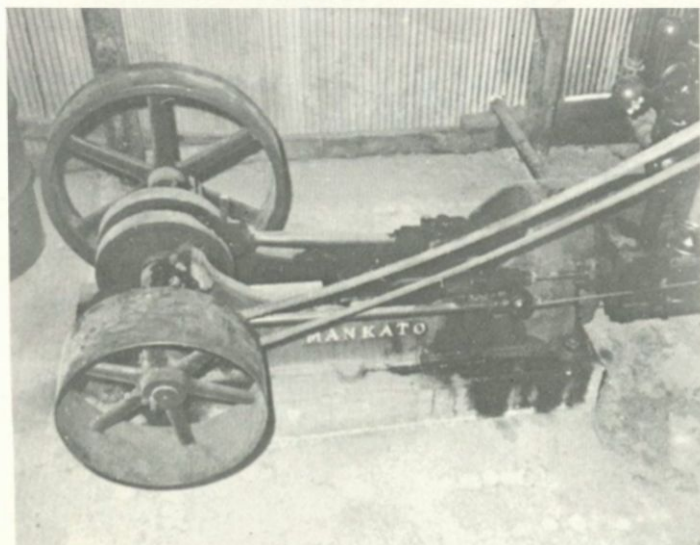


This year we acquired our first stationary steam engine. It was an 8 H.P. Mankato engine that had been used in a creamery.

The weather for the show was fairly good. There were only a few scattered showers with none of consequence.

District 20 donated their school house to the Association, and we leveled off some on the grounds in preparation for it.

The Queen was Roberta Overgaard. The attendants were Paula Philips and Bonnie Bonnichsen.



Mankato Stationary Steam Engine



New in 1967 was the 2 ton Caterpillar.

The button for 1968, our 15th show, was brown with black lettering. It pictured George Melby's 12 H.P. Advance. This button also commemorated Otter Tail County's 100th anniversary.

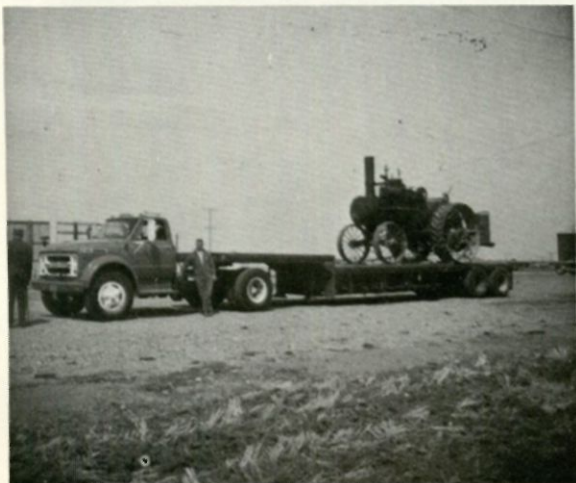


This year we printed our third edition souvenir book. One of the attractions at the show was a newly patented steam engine in operation by its inventor M. Hanson. This engine had only two moving parts. District 20 Schoolhouse was moved in.

Some of the new items at the show included Art

Nelson's 12 H.P. Advance, a 22 H.P. Advance, a 75 H.P. Atlas stationary steam engine from a brick factory in Willmar, and a boiler to be used with the stationary engines.

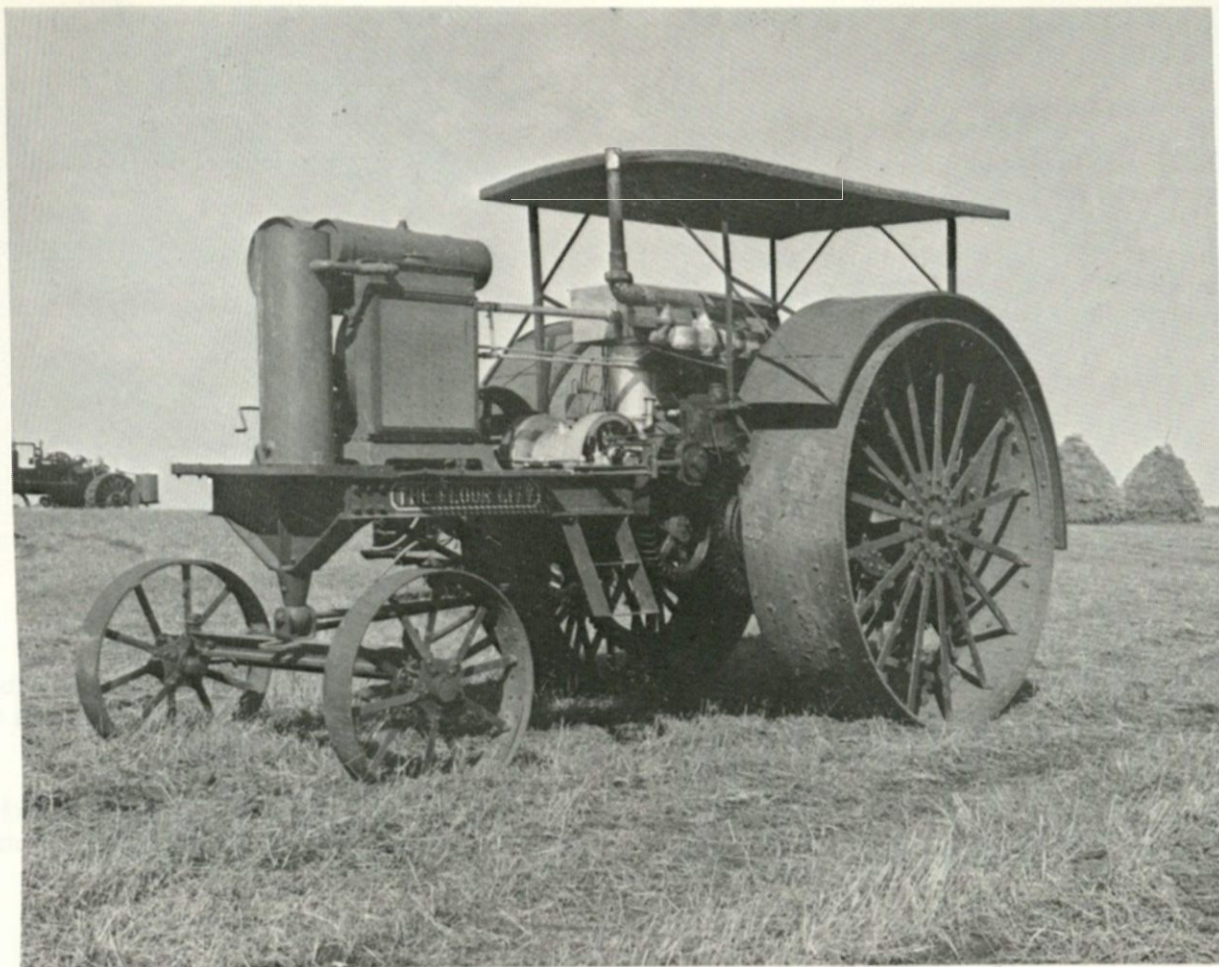
The Queen was Bonnie Bonnichsen. The attendants were Jill Jernigan and Paula Philips.



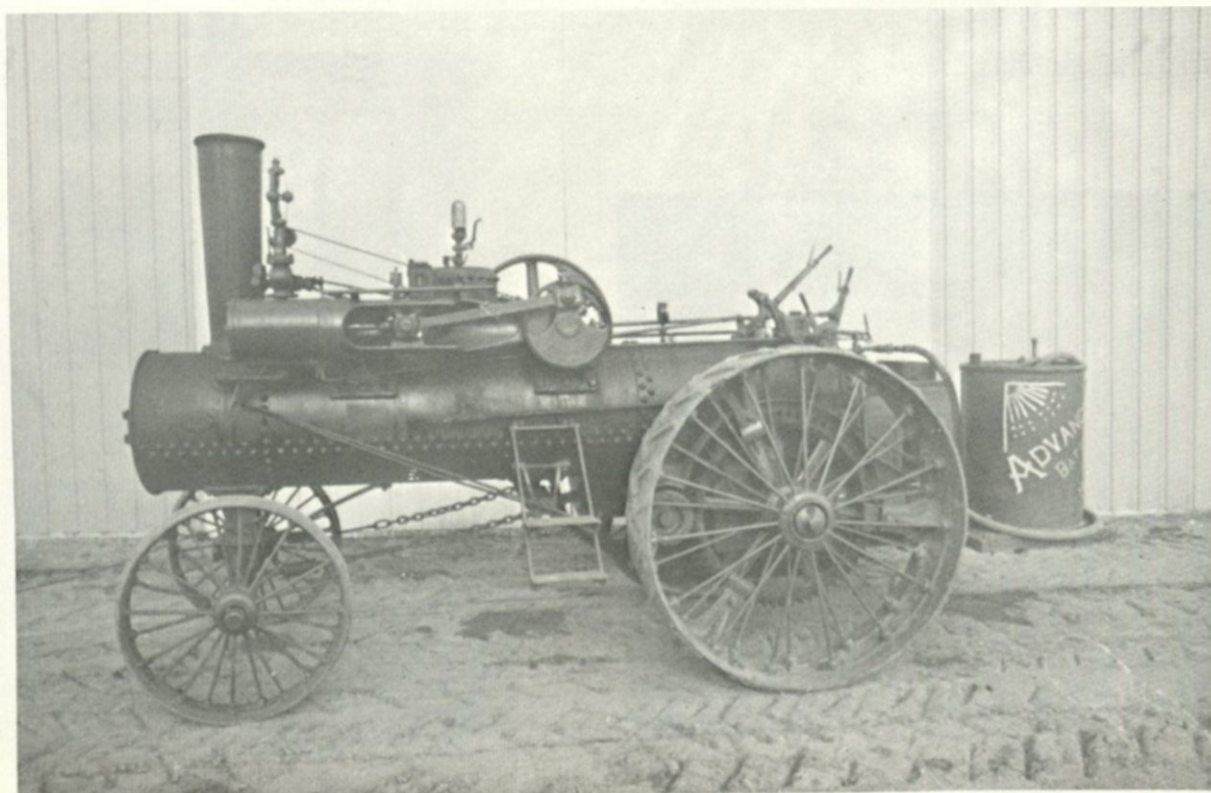
12 H.P. Advance being brought in from Montana.



District 20 Schoolhouse being moved in.



25-50 Flour City at Dalton in 1968.



Art Nelson's 12 H.P. Advance.

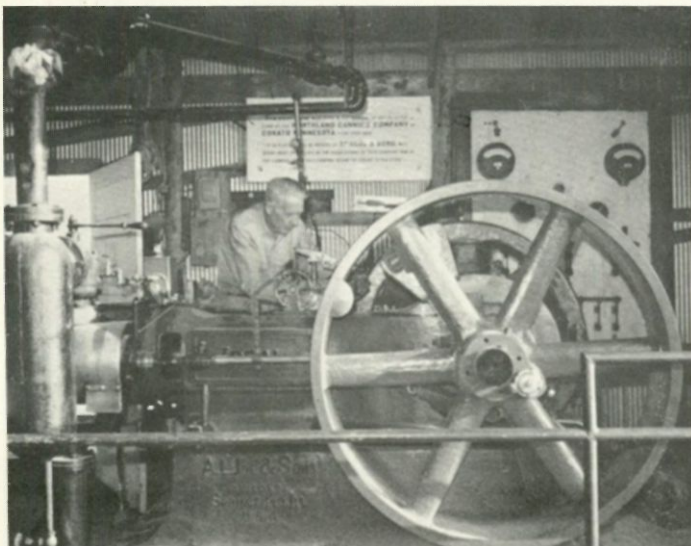
The button for 1969, our 16th show, was chartreuse with black lettering. Pictured on the button was the 10-20 Townsend tractor.



The 1969 show was the biggest and best show up to this time. We added many new attractions for this year's show and had a very large attendance. Some of the new items at the show included: 175 H.P. Ideal stationary steam engine donated by the North Star Dairy of Fergus Falls, Mn.; a 100 H.P. Ideal stationary steam engine donated by the Northland Canning Co. of Cokato, Mn.; a 15-30 model F Oil

Pull; a 30-60 model S Oil Pull; a 20-35 Oil Pull; a 25-85 Nichols & Shepard double cylinder; and a 24 H.P. Minneapolis.

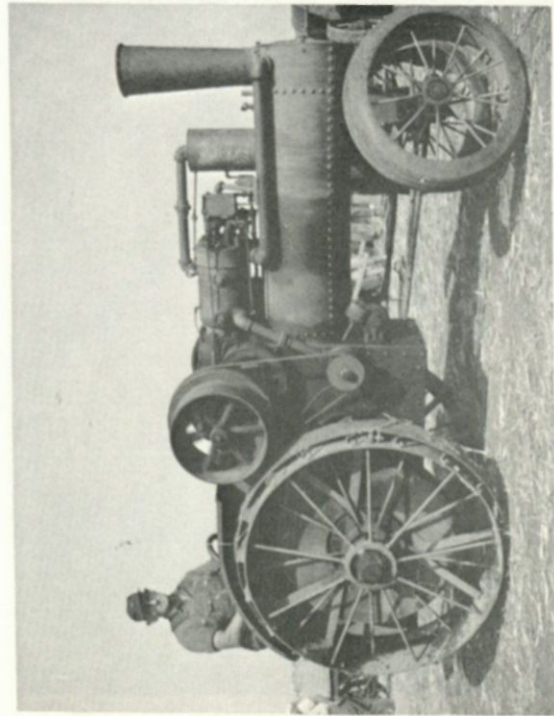
The Queen for this year was Barbara Nicholson. The attendants were Donna Swensrud and Patricia Miller.



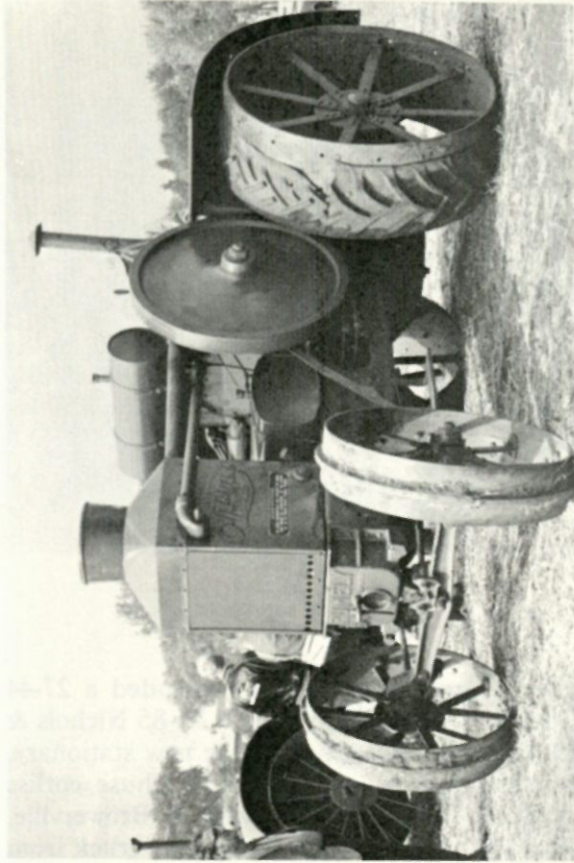
Stationary engine from Cokato.



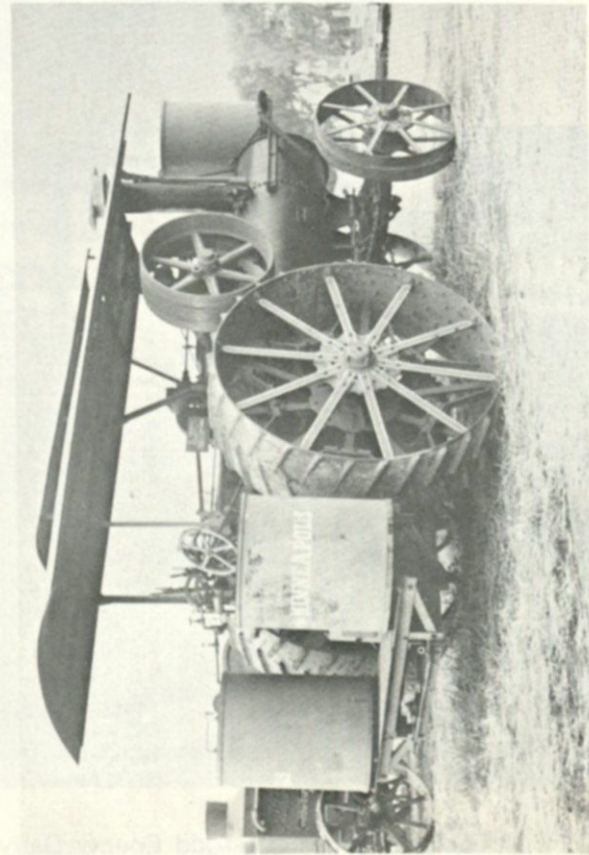
25-85 Nichols & Shepard.



10-20 Townsend



30-60 Model S Oil Pull



24 H.P. Minneapolis



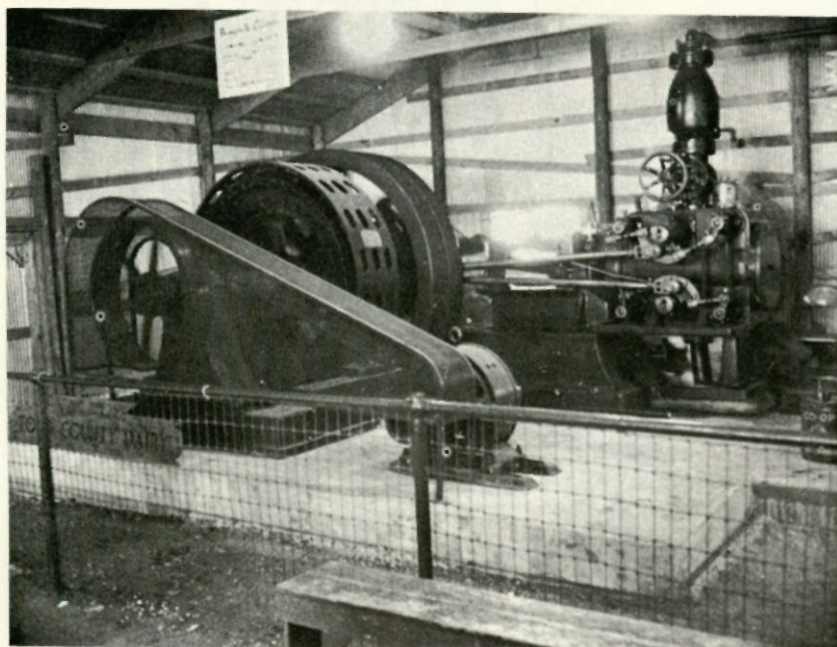
15-30 Model F Oil Pull

The button for 1970, our 17th show, was pink with black lettering. George Melby's 12 H.P. Advance was pictured.



Despite raw weather for all three days of the show, 1970 was another year of great progress for the Association. The District 6 schoolhouse was moved in to be used as a country schoolhouse in session. We added 60 feet to the long shed for more storage area. We also added 40 feet on to the steam room for use as a shop, boiler room, and for storage.

Some of the new attractions included a 27-44 Twin Cities; a 1929 Case tractor; a 25-85 Nichols & Shepard single cylinder; and a large new stationary. The new stationary was a 250 H.P. Chuse corliss donated by the Todd County Dairy of Browerville, Mn. Also a 1915 American LaFrance fire truck from Perry, Iowa was brought in.



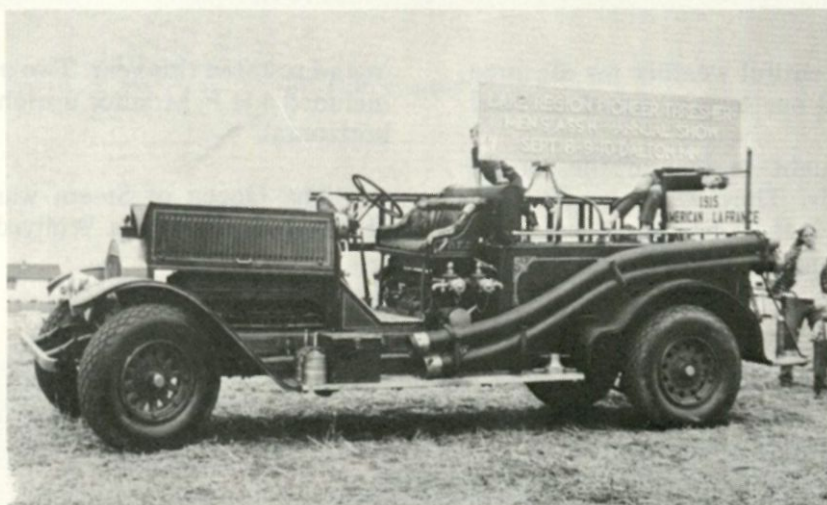
Corliss engine from Todd County Dairy



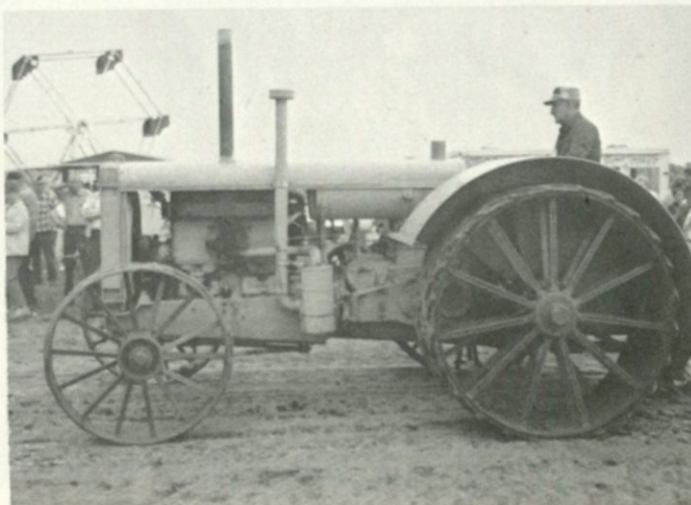
Dist. 6 Schoolhouse



25-45 Oil Pull



1915 American LaFrance fire truck



27-44 Twin Cities

The button for 1971, our 18th show, was gold with black letters. It pictured the 36 H.P. Rumely before it was restored.



In 1971 we had beautiful weather for all three days, and probably had our largest crowd to date.

This year we brought in two of the largest engines on the grounds. They were the 30 H.P. Rumely and the 36-120 H.P. Rumely. The 30-60 Hart Parr hit and miss gas tractor was also brought

in and restored this year. Two of our new gas engines included 4 H.P. Monitor upright and 5 H.P. Monitor horizontal.

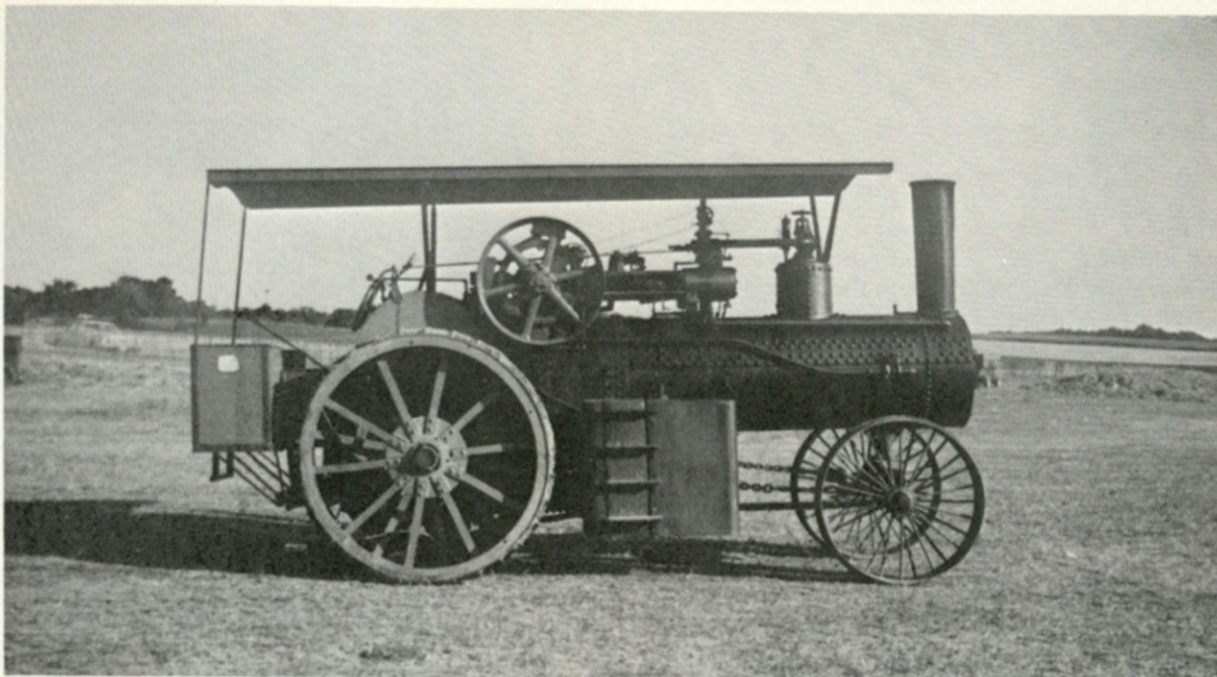
The Queen of Steam was Sharon Flick. Her attendants were Linda Woltvedt and Denise Miller.



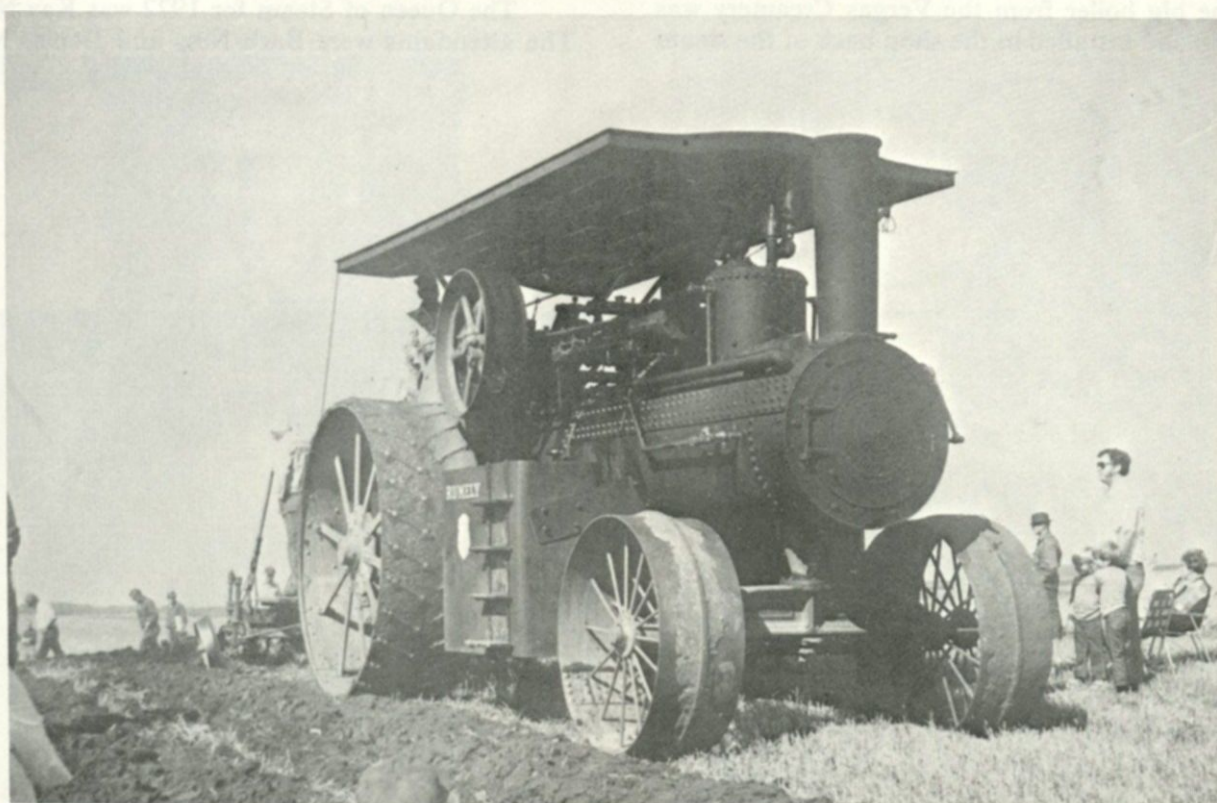
4 H.P. Monitor Upright



30-60 Hart Parr



30 H.P. Rumely



36 H.P. Rumely

The button for 1972, our 19th show, was red with black lettering. Pictured on the button was the 30-60 Hart Parr.



This was another big year of progress for the Lake Region Club. The depot was moved in. The depot signal arm and the power windmill were set. Our 5th edition souvenir book was published. We also came out with our first of the series of souvenir cups featuring the double cylinder Garr Scott.

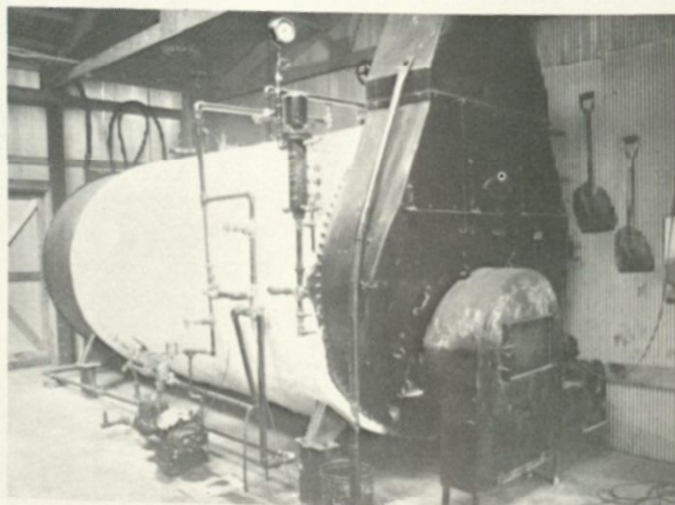
The big boiler from the Vergas Creamery was moved in and installed in the shop back of the steam room.

New engines at the show this year included the 35 H.P. Nichols & Shepard, a 28 H.P. Minneapolis that had been used in a sawmill north of Verndale, Mn., the 30-60 Russell gas tractor, the McCormick Deering dump wagon and the narrow gauge locomotive.

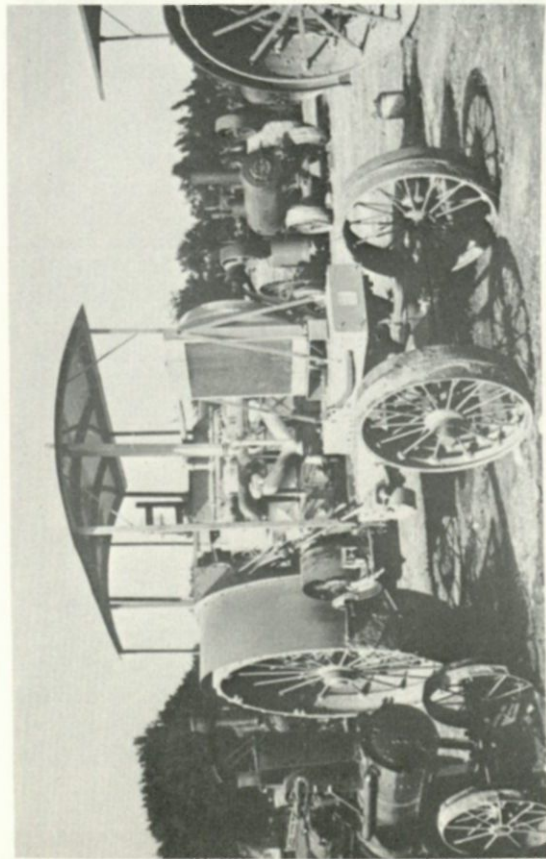
The Queen of Steam for 1972 was Kay Nelson. The attendants were Barb Ness and Denise Miller.



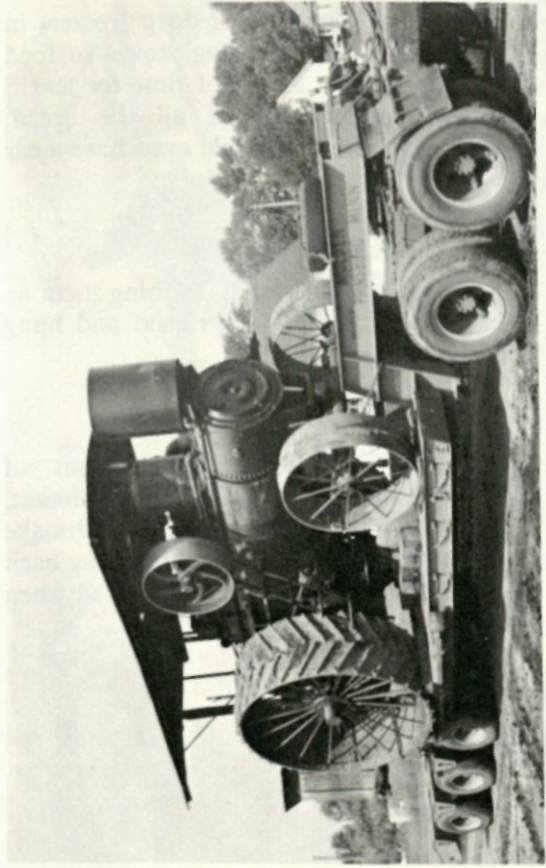
Moving in the depot



Vergas Creamery Boiler



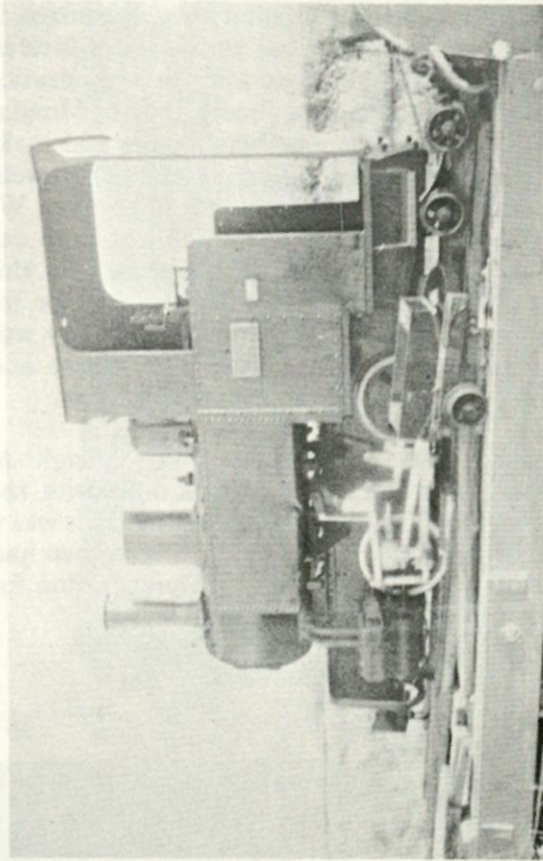
30-60 Russell



35 H.P. Nichols & Shepard



28 H.P. Minneapolis



Narrow Gauge Locomotive

The Threshermen's Auxiliary was organized in 1972. It started out small, but with a lot of interest and enthusiasm it soon grew into an organization that meets once a month, every fourth Monday evening. We meet in the members' homes and make things like embroidered pillow cases, dish towels, pieced and stiched quilts to all kinds of hobbies. We have a place in the Museum building where we can display and sell our articles at the show and this money is used to buy more materials to work on for the coming year and to improve the show any way that we can. Our aim is to find a log house and furnish it for display at the September show.

Some of the members are old enough to remember back when threshing was done with the old threshing machine and steam engine. This was a busy and exciting time on the farm. The women had a lot of baking and cooking to do in preparation for the meals for the threshing crew.



Some of the Auxiliary members

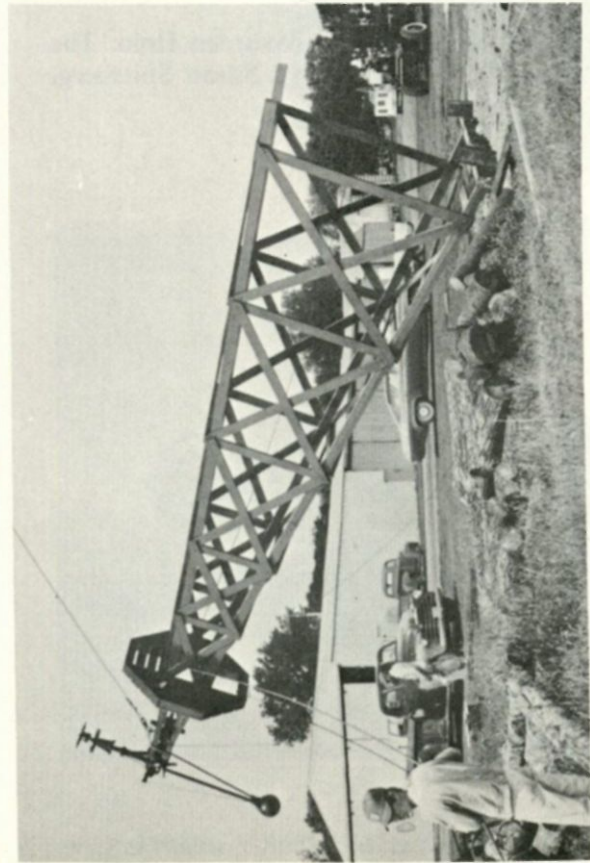
There was no refrigeration or deep freezers in those days and only wood burning stoves so food could not be prepared far ahead of time for fear it would spoil. The women baked all the bread, cookies, cakes and pies and did not even have a car to go to town for last minute supplies.

Clothes were washed by hand, rubbing them on a wash board, boiling them, then rinsed and hung out on the line to dry.

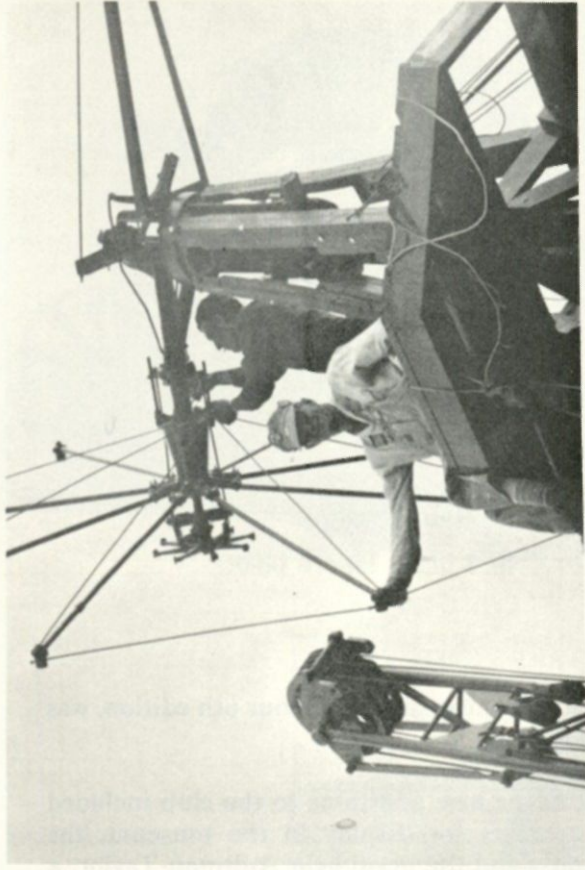
The auxiliary puts on demonstrations of spinning, weaving, churning butter, washing clothes, making ice cream, quilting, etc. We hope to make this an interesting part of the show — bringing back some of the ways of life as the pioneers lived when they settled in this great country of ours.



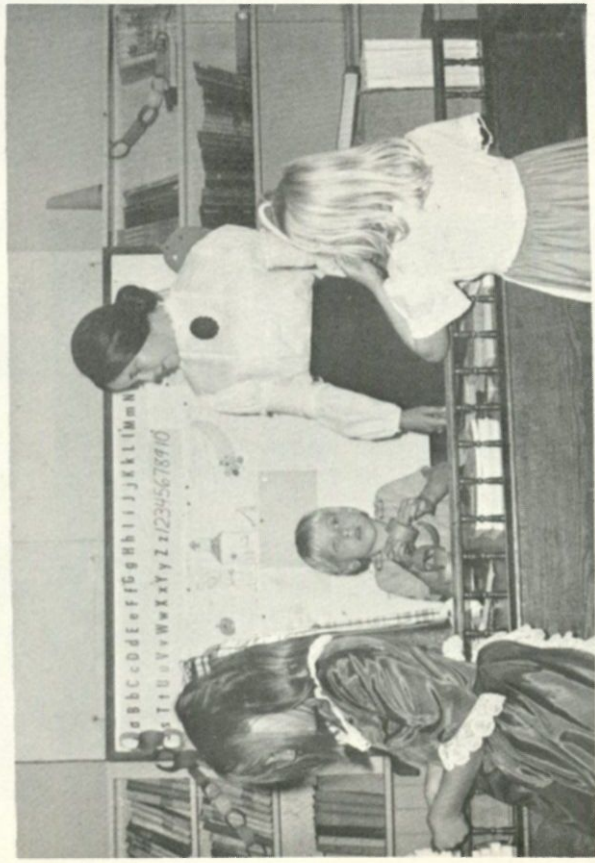
Butter churning demonstration



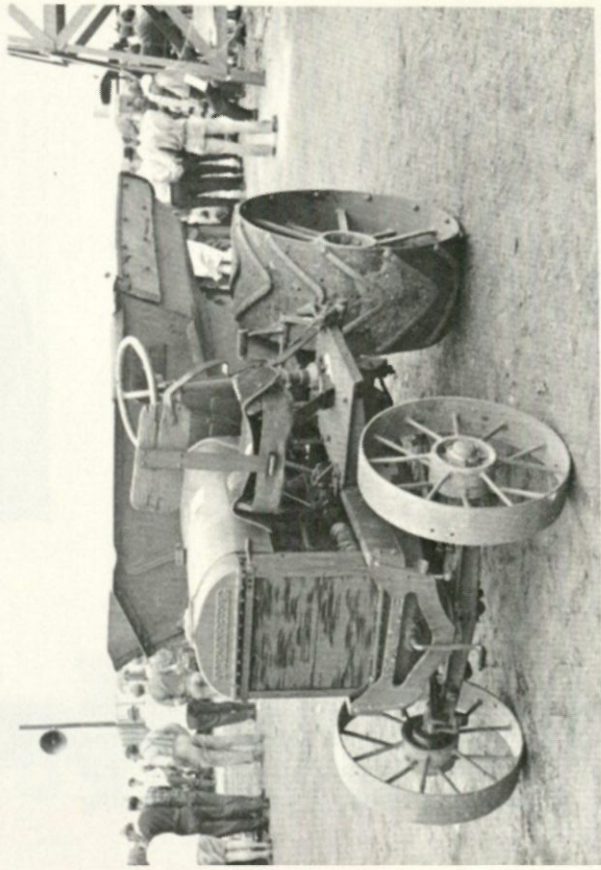
Raising the windmill



Getting set to install the blades



School in session at the show for the 1st time in 1972



McCormick-Deering Iron Mule dump wagon

The button for 1973, our 20th show, was gray with black lettering. It pictured the 16 H.P. Advance engine.



1973 was a milestone year for the Lake Region Club in many ways. Most important was the purchase of the land that the club is located on. This would allow us more flexibility in future planning and building.

We did some landscaping, built the 86x120 museum building, and built modern rest room facilities.

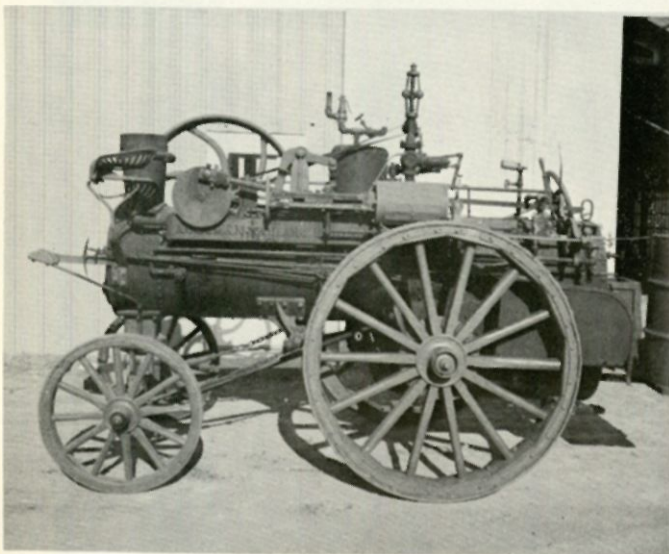
The Otter Tail County Museum donated some glass cases that were badly needed for display purposes in the new museum building.

The 20th anniversary book, our 6th edition, was published.

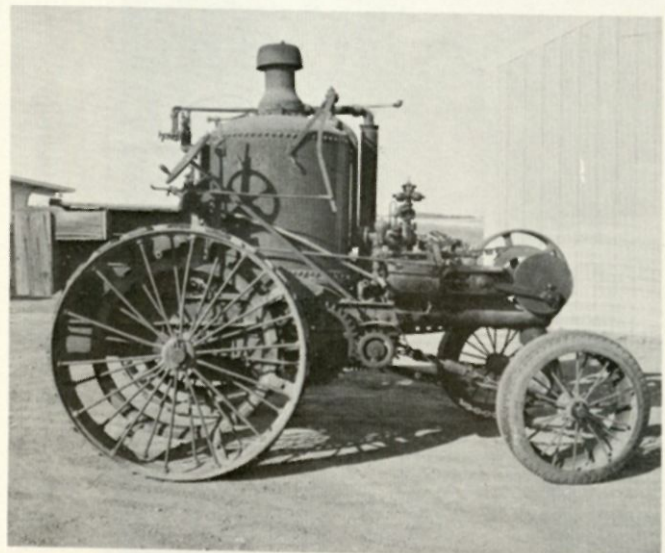
Some of the new additions to the club included two old steamers for display in the museum, the Westinghouse and the beval gear Aultman-Taylor; a 30-60 model S Oil Pull; a 15-30 model F Oil Pull; and a Baker road roller.

On the cup for this year was the 12 H.P. Advance.

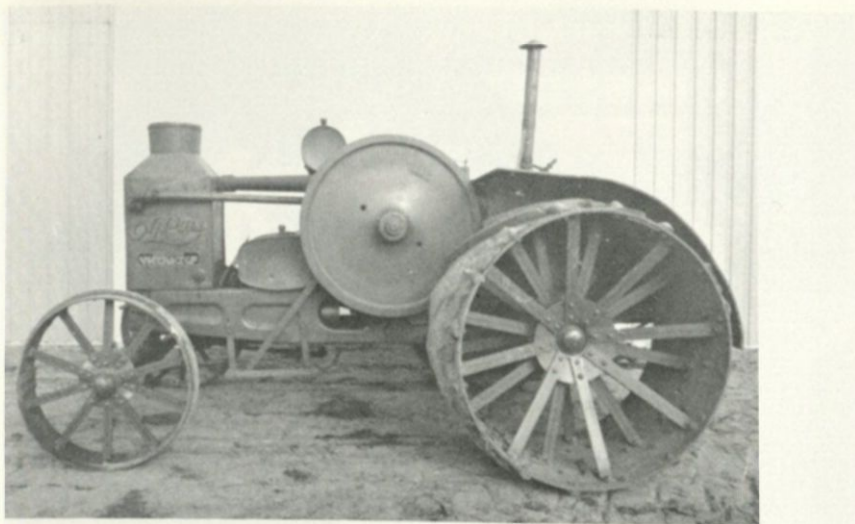
The Queen of Steam was Maureen Holo. The attendants were Mary Jensen and Susan Spitsberg.



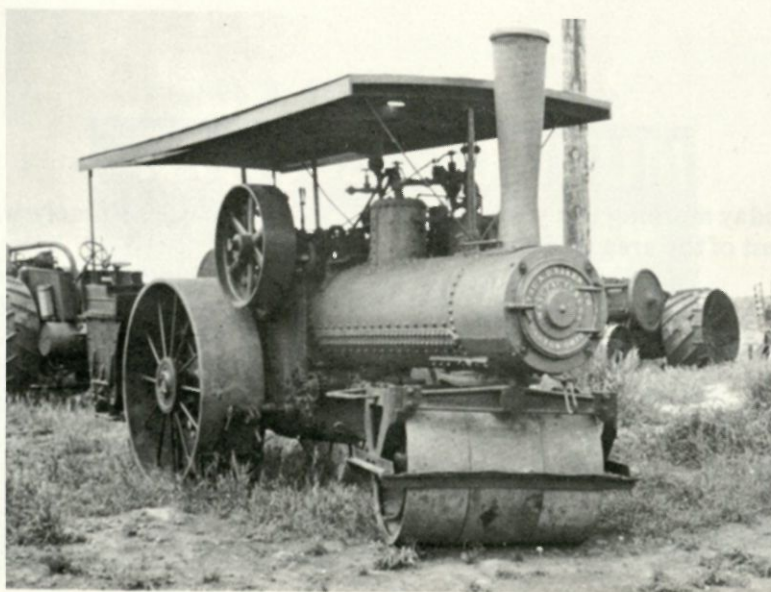
1869 Aultman Taylor beval gear steam engine



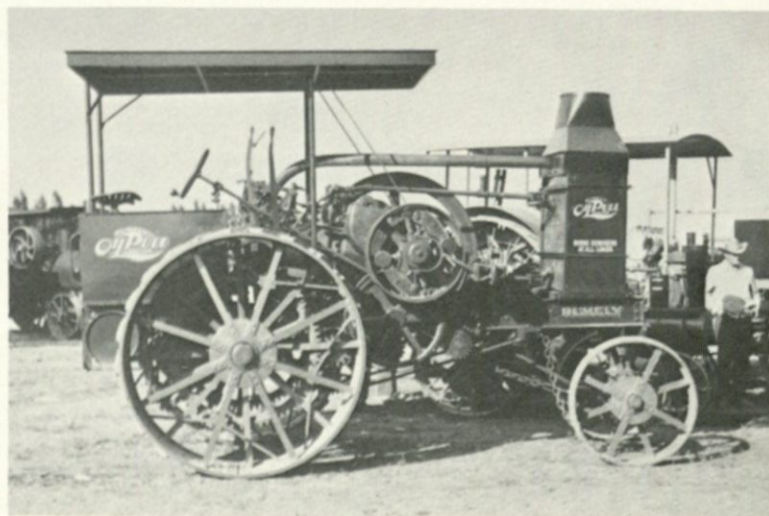
1879 Westinghouse water tube boiler steam engine



30-60 Model S Oil Pull



Baker road roller



15-30 Model F Oil Pull

The button for 1974, our 21st show, was blue with black lettering. The 36 H.P. Rumely steam engine, after restoration, was featured again.



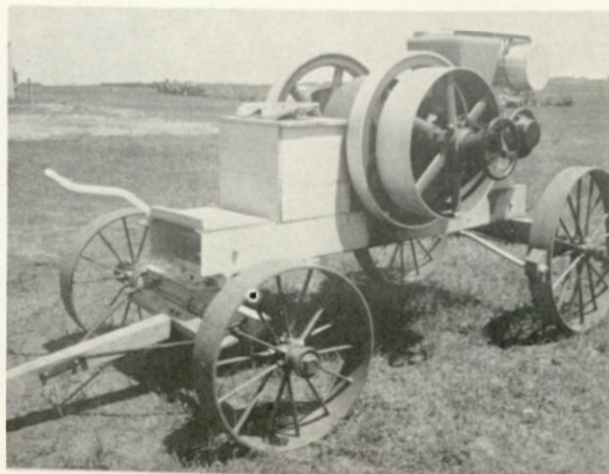
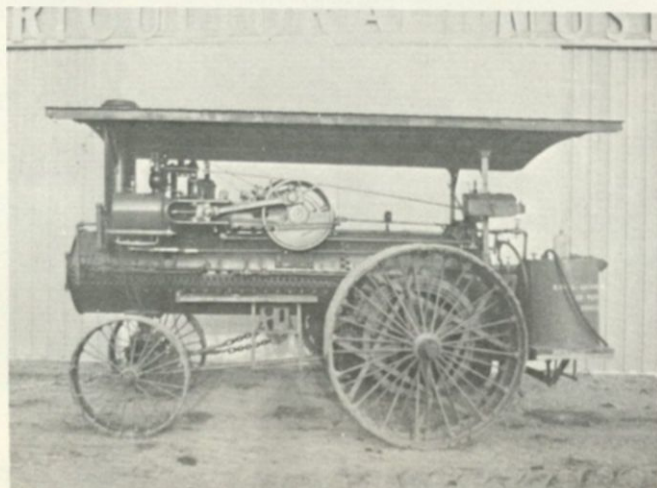
We had some rain Friday morning this year, but the sun and wind dried most of the area by Saturday.

This year we poured concrete in the Northwest corner of the museum, and put in the rooms. We also had the museum open during the summer for the first time.

Some of the improvements to the grounds included the sign at the entrance, and the supplying of water and electricity for the campers.

The 36 H.P. Rumely was pictured on the cup.

New engines this year included a 22 H.P. Keck-Gonnerman, a 30-60 Model E Oil Pull, a 40-80 Minneapolis and a 12 H.P. Woodpecker gas engine. A Minnesota Chief hand feed, straw carrier, separator about 100 years old was also added.





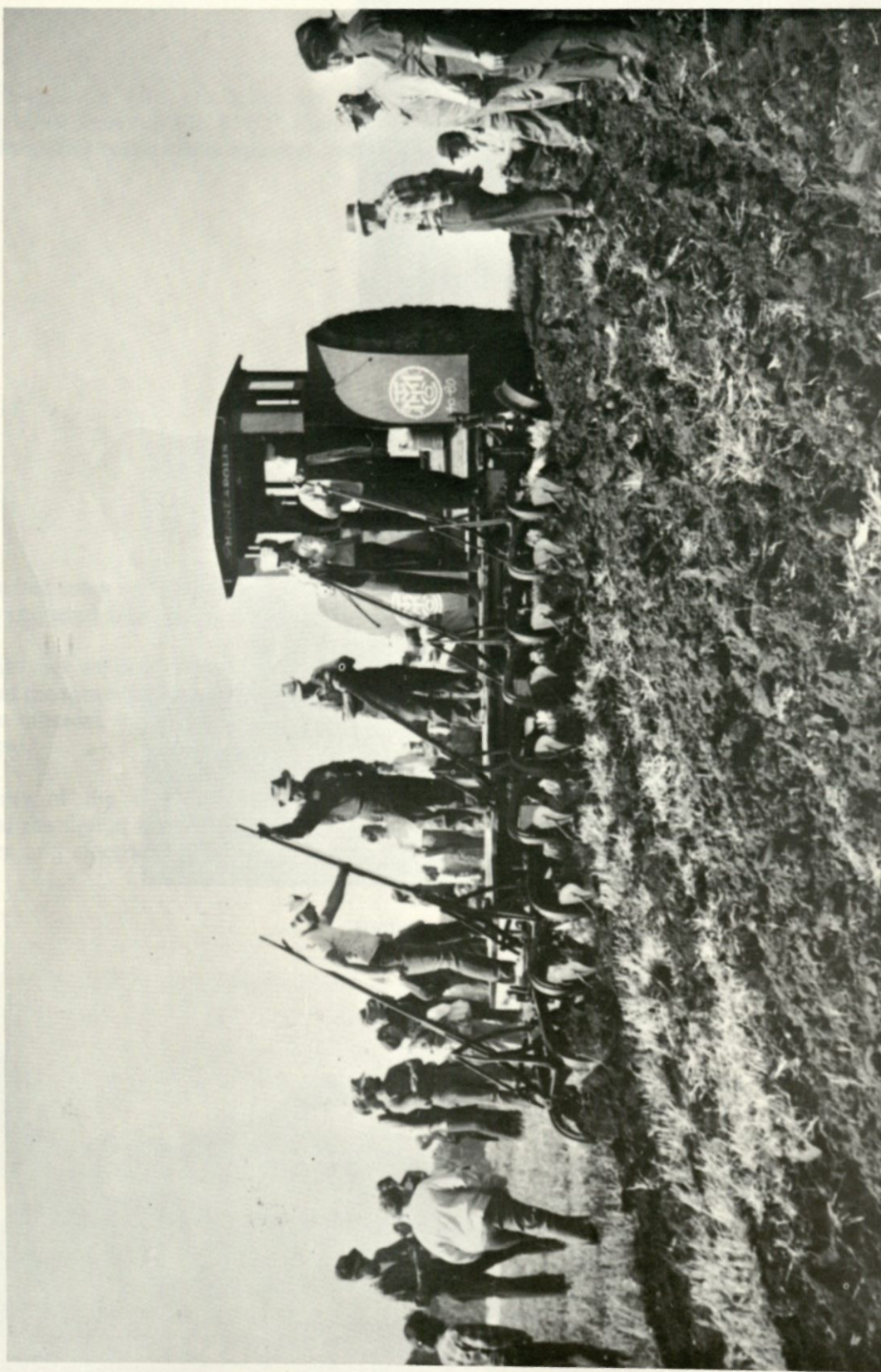
Museum Room



New sign at entrance to grounds



Minnesota Chief Separator



40-80 Minneapolis pulling 10 bottom plow



30-60 Rumely Model E Oil Pull. Power windmill in the background.

The button for 1975, our 22nd show, was lavender with black lettering. Pictured were the 6½ H.P. Dan Patch gas engine, and the power windmill.



1975 was a wet year for the Lake Region show. We had a little rain each day. Sunday was a nice day after an early morning rain, and things dried out fairly well by noon, but it was still pretty tough for some of the tractors to get around. A few of them couldn't make it up the hill by the museum during the parade.

We set up our largest stationary engine. It is a corliss with a 24" x 48" cylinder. The flywheel is 15 feet in diameter with a 35 inch face. It was made by the Allis Chalmers Co. in 1906 for the Reo Car Co. of Lansing, Michigan.

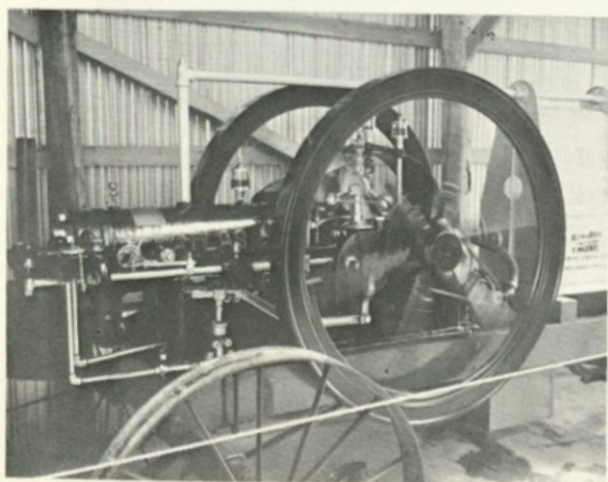
We bought a large number of folding chairs for use during the show. These save a lot of work as we used large church pews before.

An added attraction at the show this year was the belting up of various engines to a dynameter. This was made more interesting yet by the muddy ground that made it difficult to back into the belt.

Some of the new engines at the show included the 25-50 Aultman-Taylor, the 10 ton Holt, the Atlas King Bee factory show engine, and the Maxwell Crawler.

The 80 H.P. Case engine was on the cup, and we published our 7th edition souvenir book.

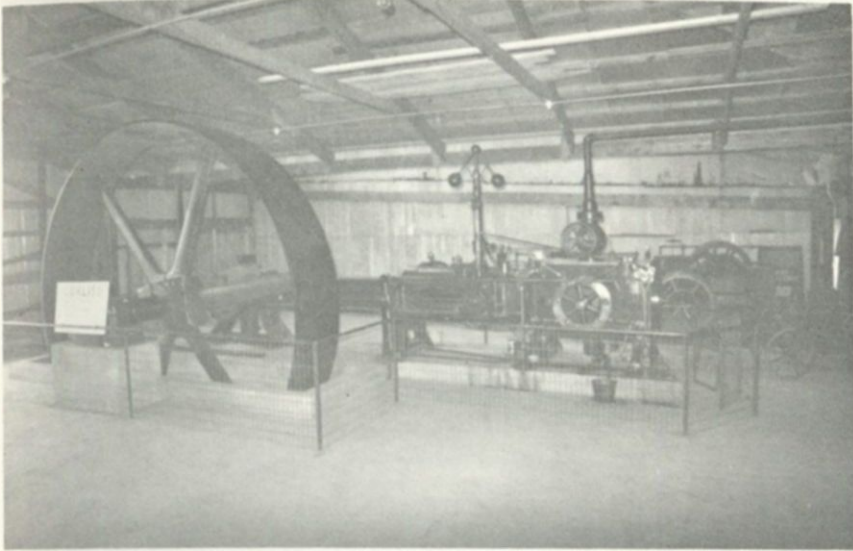
The Queen of Steam was Sue Mark. The attendants were Wanda Rude and Pam Hanson.



Atlas factory show engine



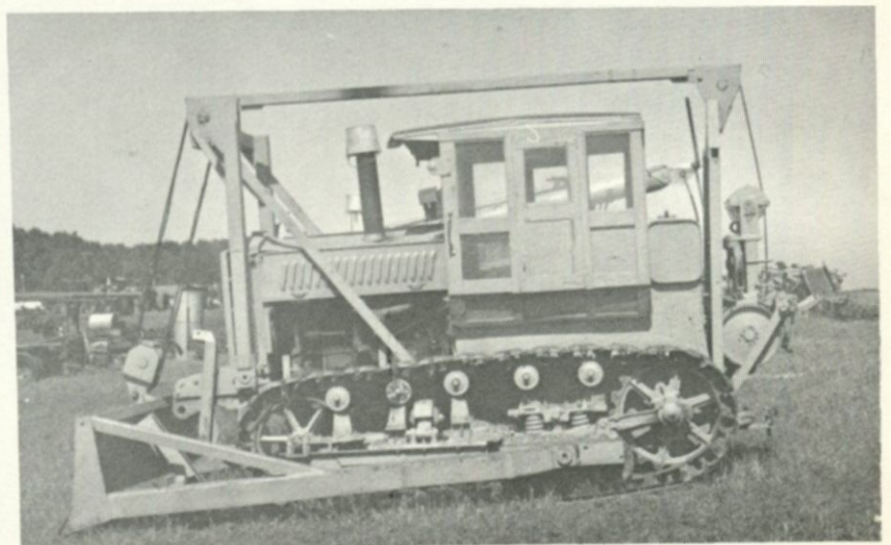
25-50 Aultman-Taylor



Reo factory corliss



Maxwell crawler in the 1975 parade



10 ton Holt

The button for 1976, our 23rd show, commemorated the American bicentennial. It was red, white and blue with white lettering. Pictured was the Westinghouse steam engine.



In the summer of 1976 we put on a small show along with the town of Dalton's bicentennial celebration. This included a helicopter demonstration by the army reserve, skydiving, black powder muskets, and cannons.

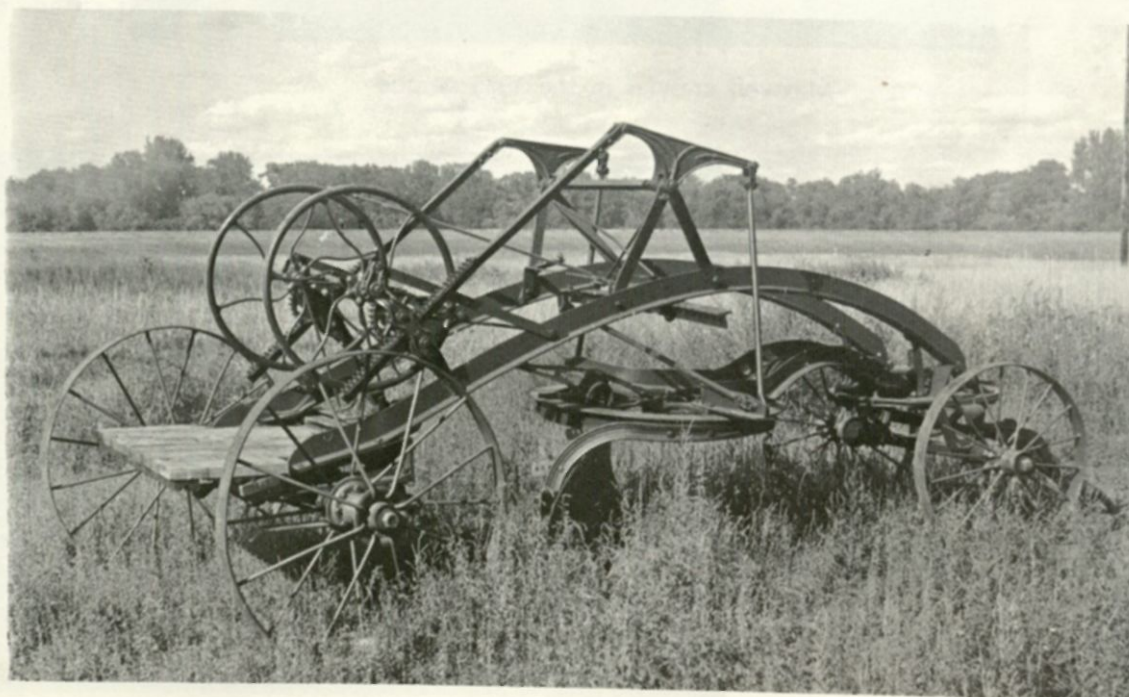
This year we built the blacksmith shop and foundry, and gave demonstrations of blacksmithing, sand molding, and casting.

We also built the gas engine building and moved in a couple of large engines — the 50 H.P. Mogul and the 32 H.P. torch ignition Fairbanks Morse.

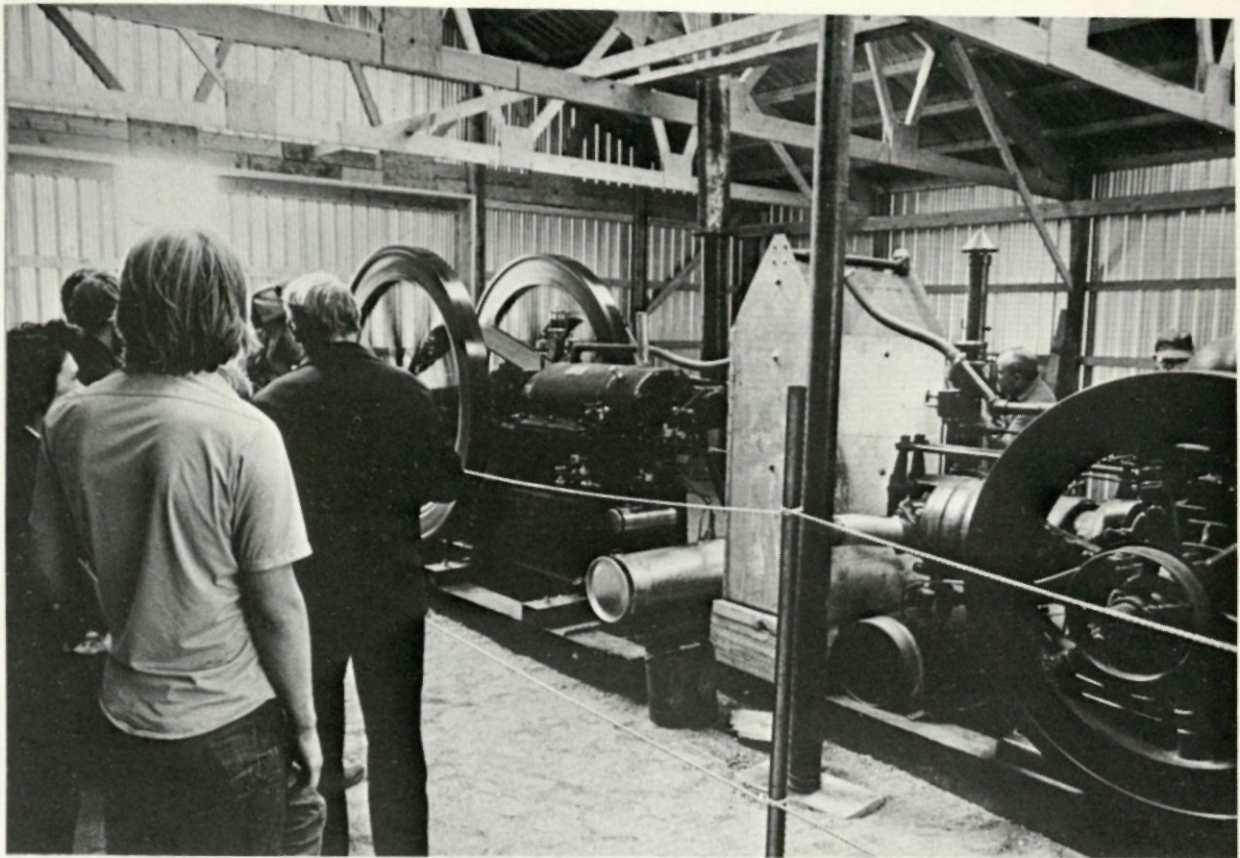
Some of the other new items at the show included the grader and wagon donated by the Otter Tail Power Company.

The 14 H.P. Minnesota Giant was on the cup, the bicentennial (8th) edition of our souvenir book was published, and a speaker system was installed on the grounds.

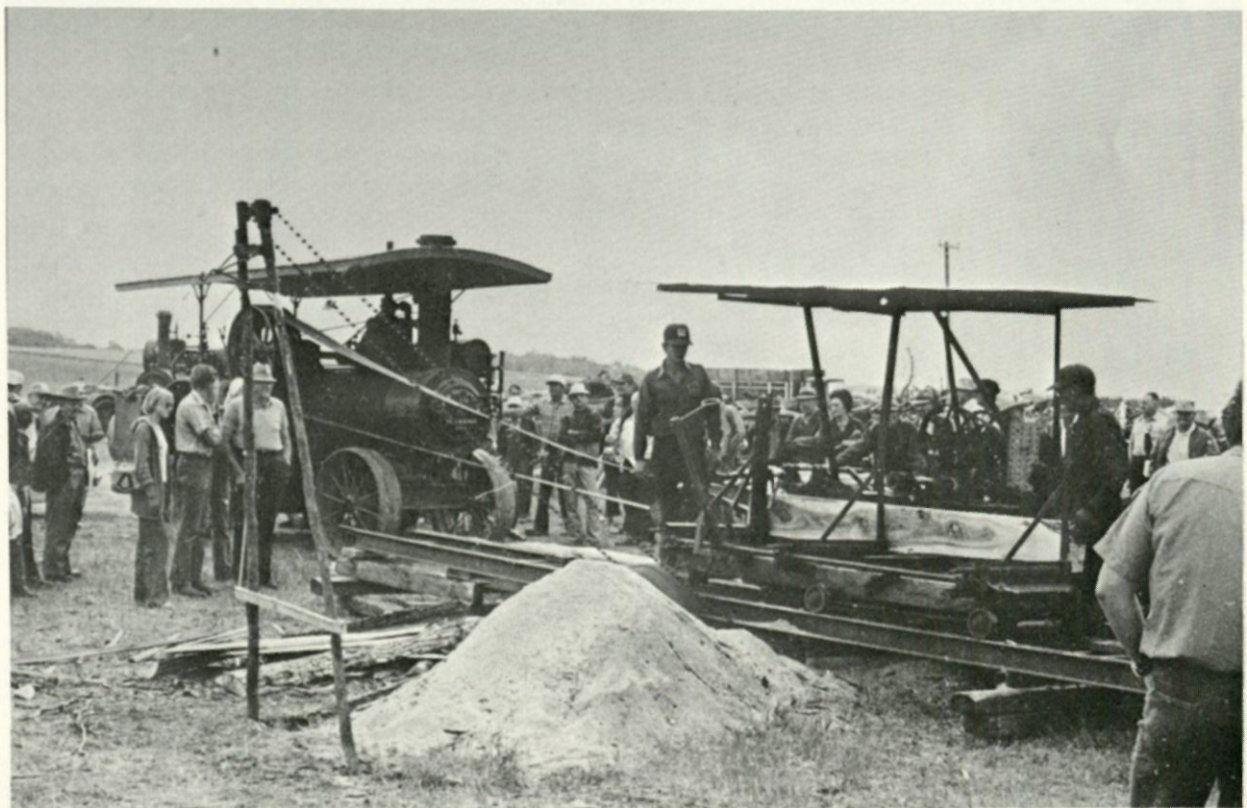
The Queen was LaRae Rogers. The attendants were Wendy Hanson and Violet Gillaspey.



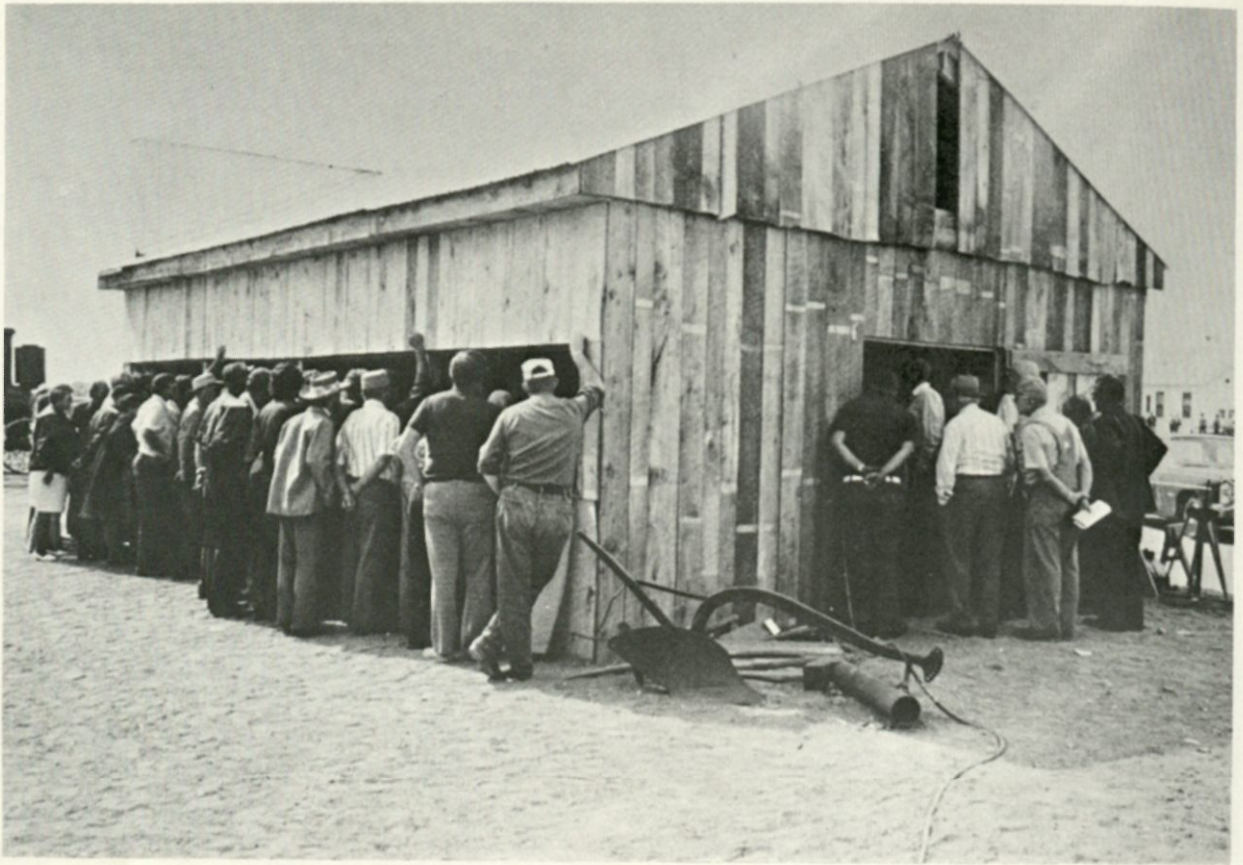
Road grader donated by the Otter Tail Power Company



50 H.P. Mogul on left. 32 H.P. Fairbanks Morse on right.



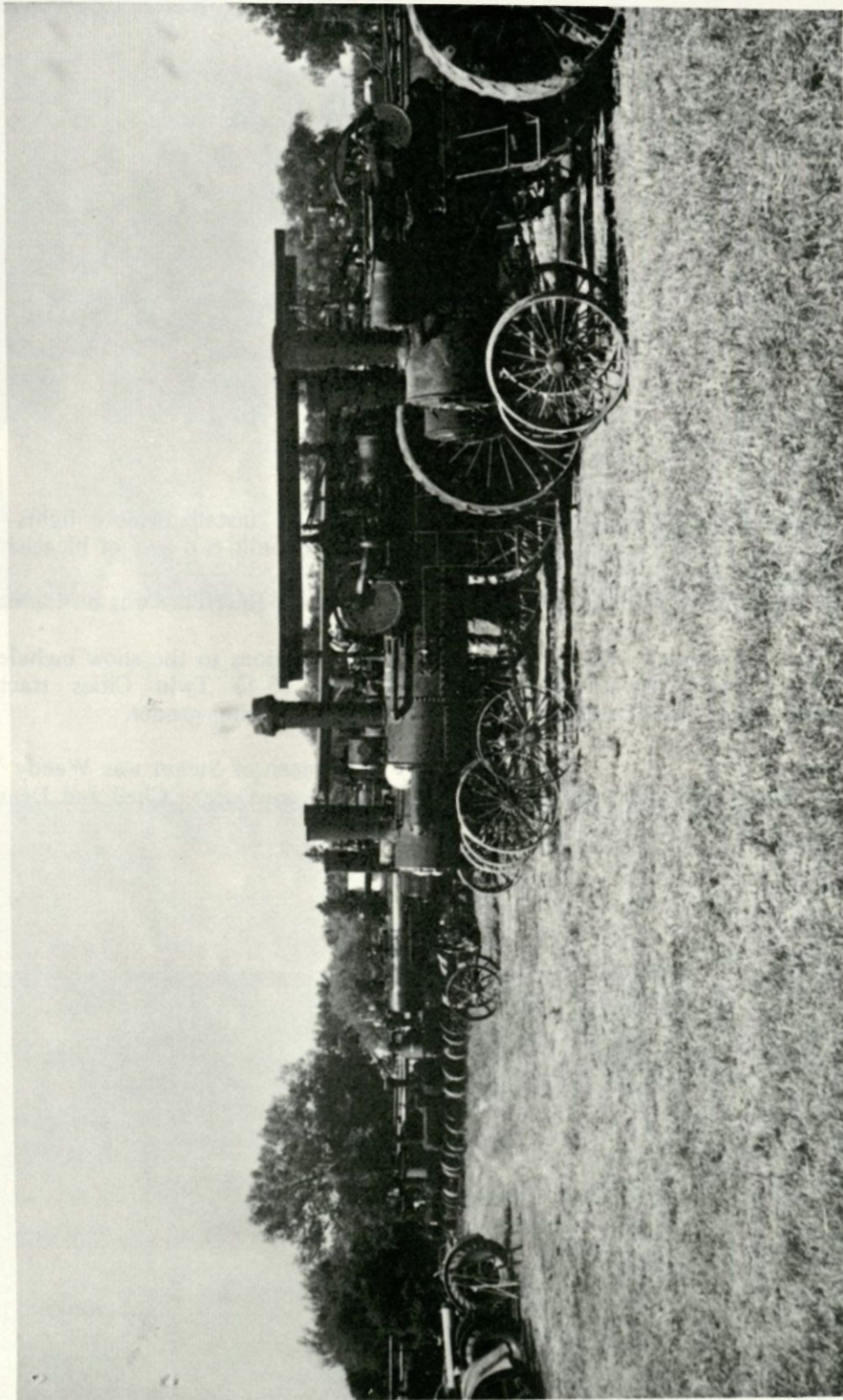
Keck-Gonnerman belted to Elsworth Grahn's sawmill at the 1976 show.



Blacksmith shop and foundry



Sand molding and casting



Engines from Advance to Westinghouse.

The button for 1977, our 24th show, was gray with blue lettering. It featured a picture of the 30-60 Model E Rumely Oil Pull



This year we made an addition to the blacksmith shop and foundry and built a print shop. The print shop was in limited operation, and will be expanded as time, manpower, and cost permit.

We poured concrete in the south side of the Quonset, and the northwest end of the long shed. This was to help provide better meal service and facilities.

Also to make the show more enjoyable and

convenient we installed more lights around the grounds and built two sets of bleachers.

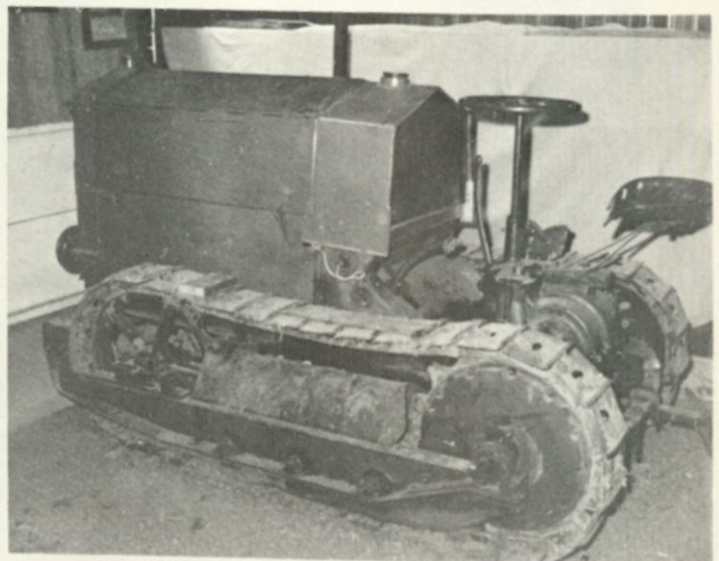
The 30-60 Hart Parr was on the cup this year.

New additions to the show included a Cletrac crawler, a 25-45 Twin Cities tractor, and a Caterpillar elevating grader.

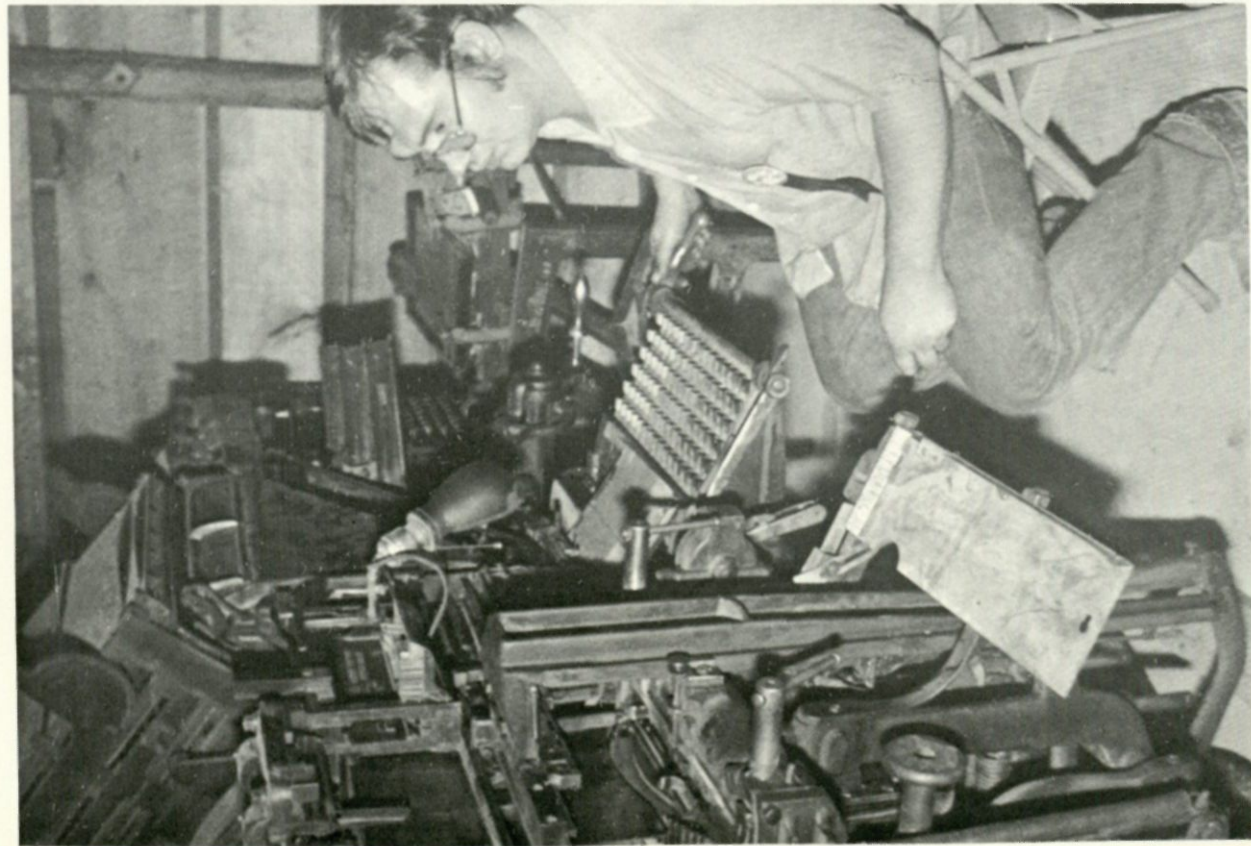
The Queen of Steam was Wendy Young. The attendants were Dorene Chell and Deanna Lohner.



25-45 Twin Cities



Cletrac Crawler



Working on the linotype in the print shop



World's fastest painter at the 1977 show

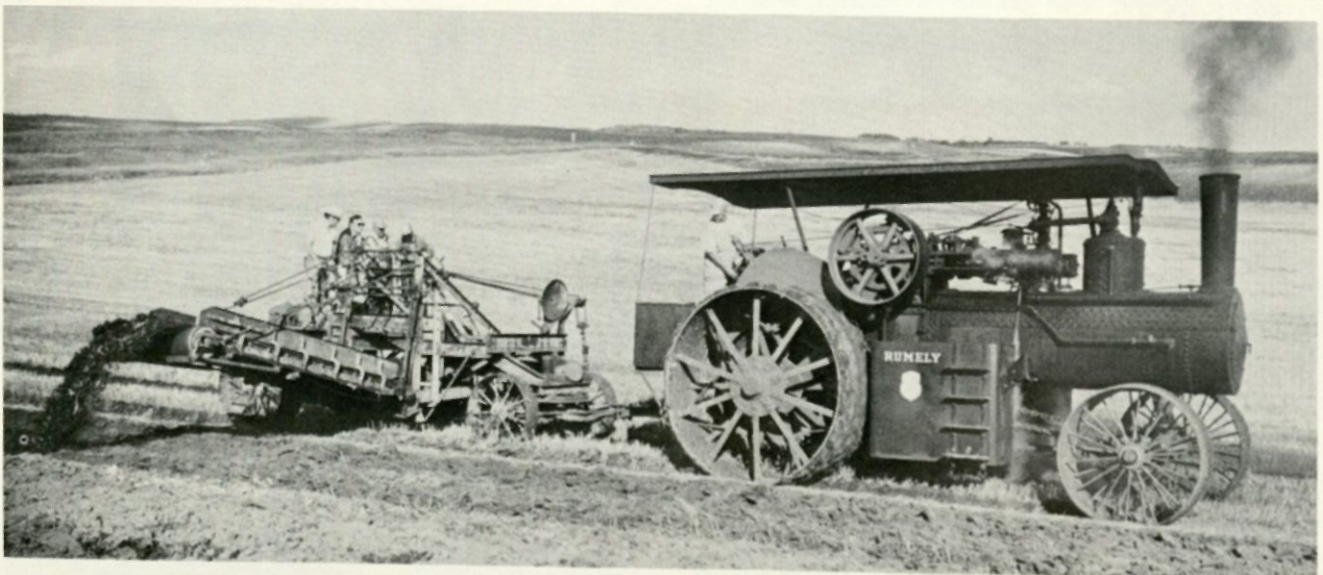
This 1932 model Caterpillar Sixty Elevating Grader No. K-354 with power take-off and gear box was bought used from Midwest Tractor and Equipment Company for one thousand fifty dollars (\$1050.00) through its salesman, Andrew Kvam of Willmar, by Harry Day of Morris on May 25, 1934.

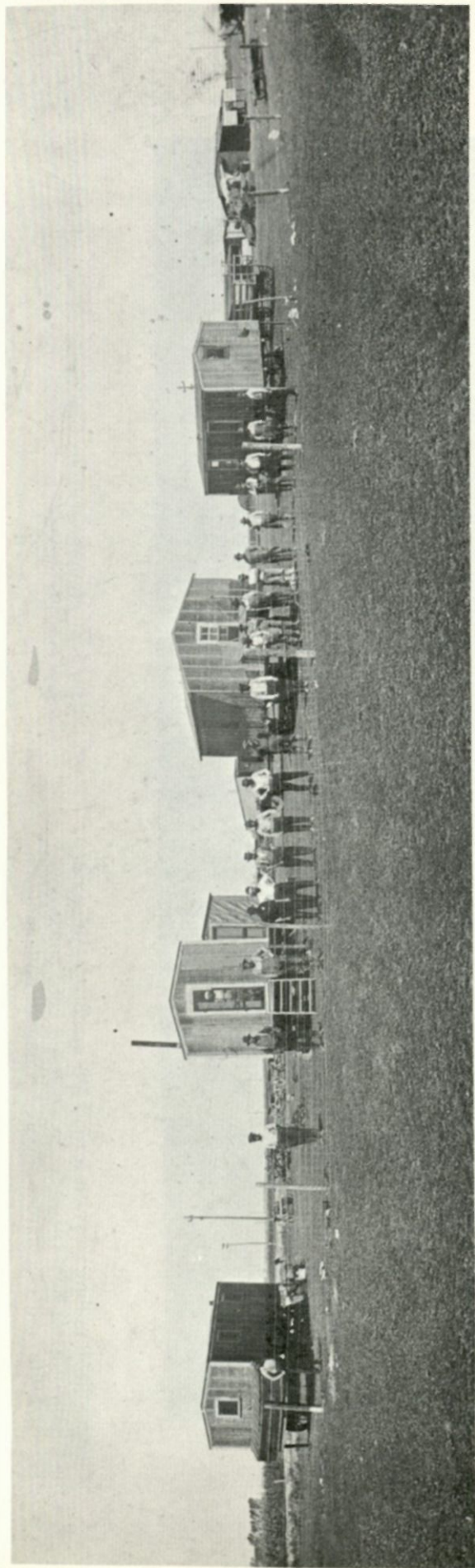
The grader was pulled by a Caterpillar Sixty tractor until 1937, when Mr. Day purchased a new Caterpillar RD8 tractor. The 42 inch belt was power take-off driven from the Sixty and the RD8. The machine was later converted to an independently driven motorized belt and the PTO was no longer used.

In the language of the construction crew, the elevating grader was referred to as the "mucker", and its operator was the "plowshaker".

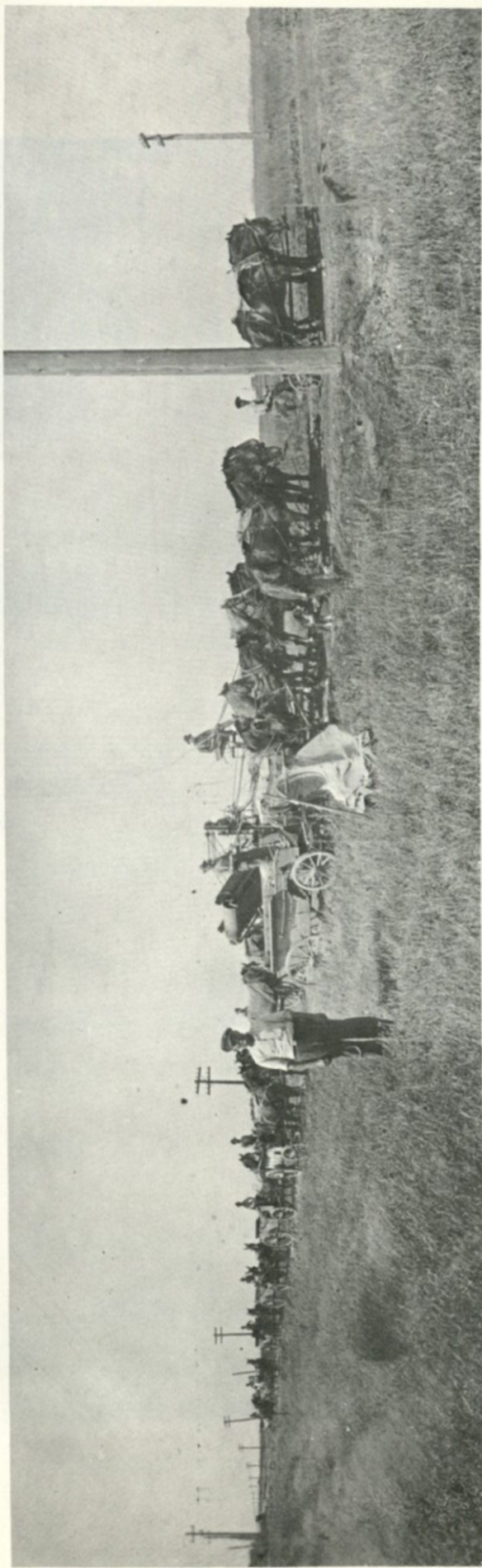
This machine was used mainly in northern Stevens County to build about 80 miles of township, county, and state roads. It was used from 1934 to 1954.

In the picture below the mucker is being pulled by the 36 H.P. Rumely at the 1977 show. An engine of this size sometimes pulled two of these.



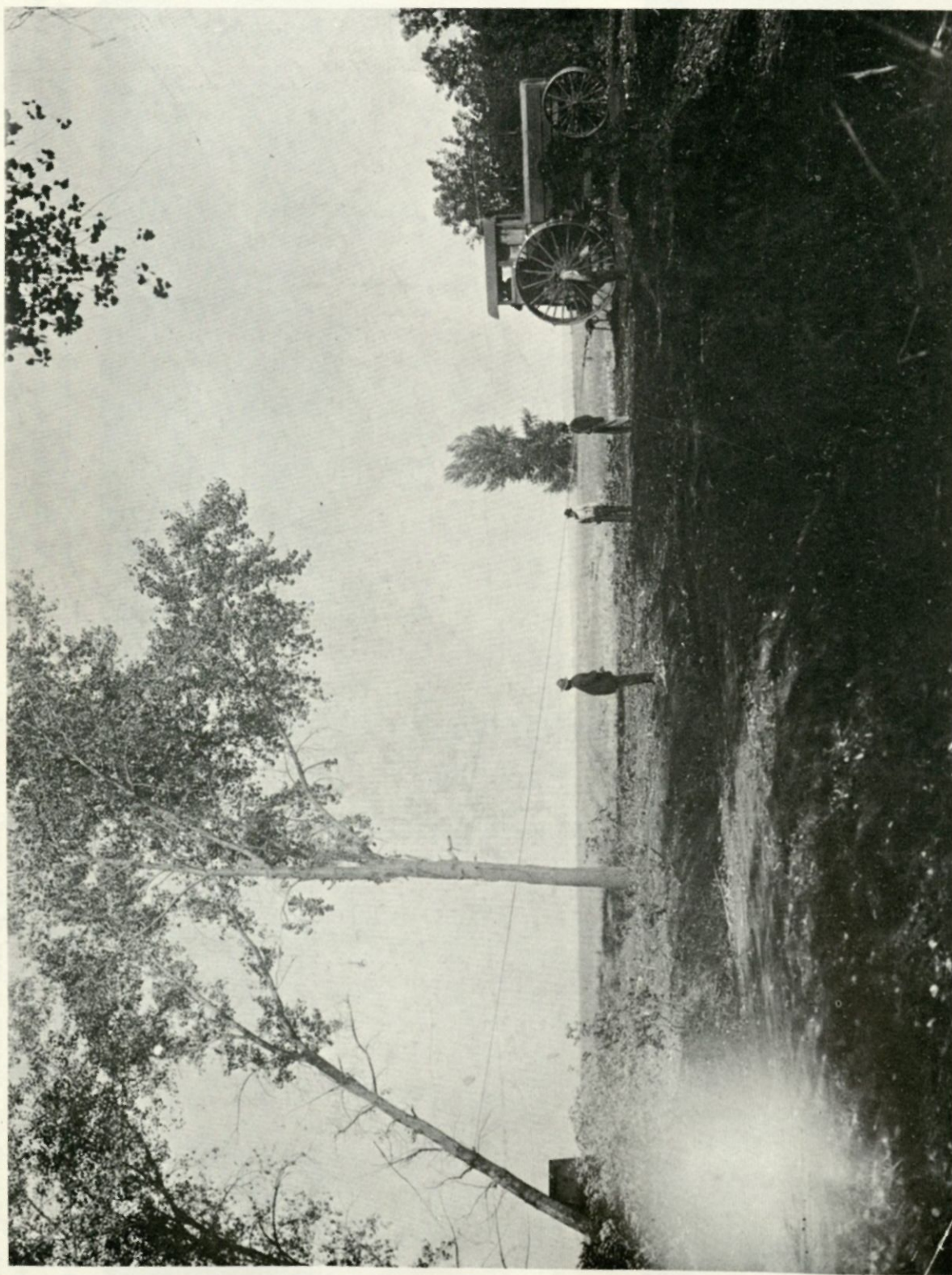


Larkin Construction Co. road camp on 9 mile job on Highway 59 out of Elbow Lake in 1922.



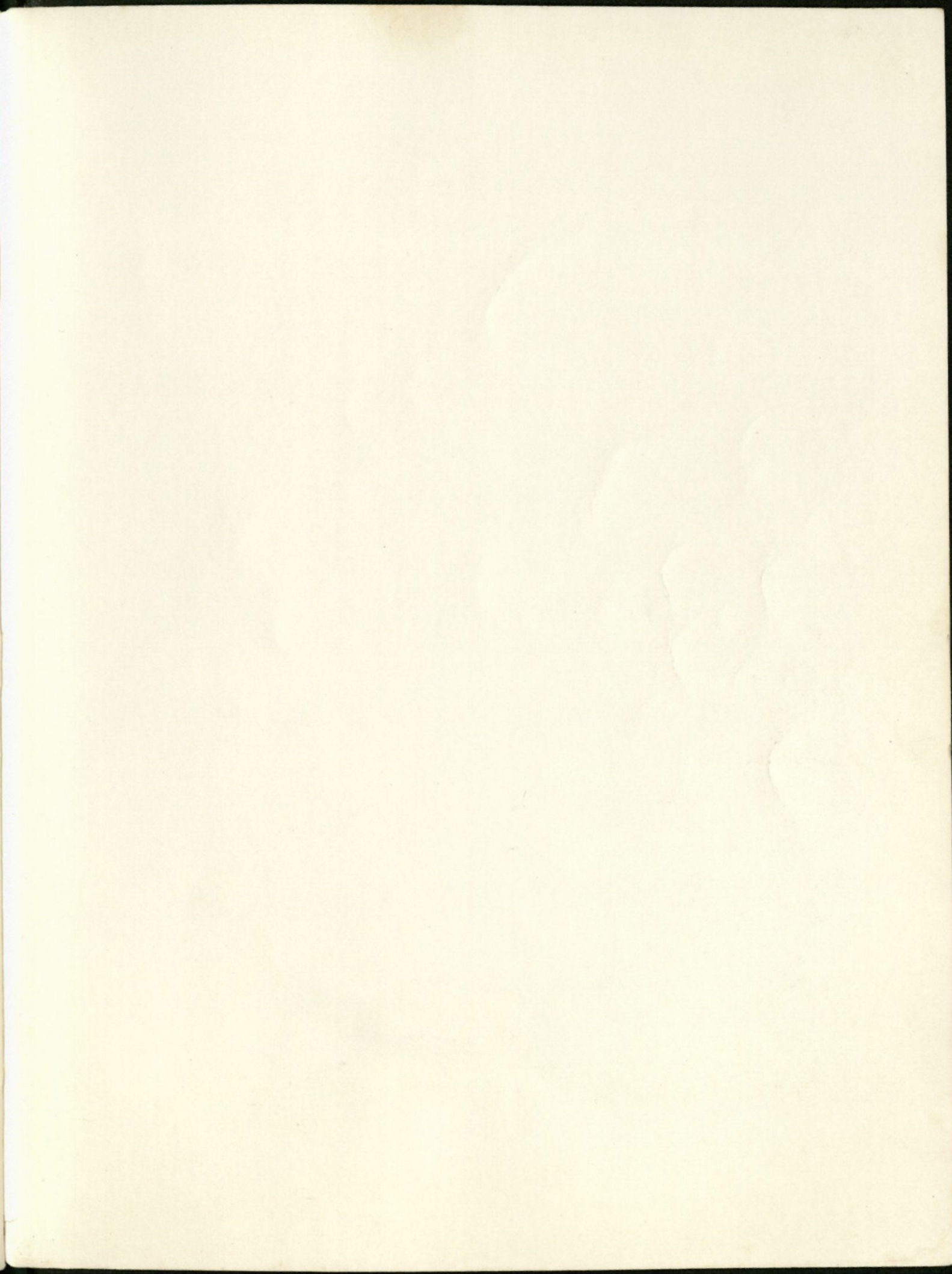
Austin Western 36 inch belt mucker loading $1\frac{1}{2}$ yard wagons on Elbow Lake job. The grader was ground driven off the rear axle. The hitch was as follows. The high seat skinner had 8 horses on the pole. The push cart skinner in rear of the grader drove 4

more. The snap gig skinner in front drove 4 more horses. The purpose of the snap gig was to pull and unhook the grader at the end of a cut as the rig got too long to turn around.



Pioneer 30-60 pulling trees on a road job south of Wahpeton, N.D. This tractor had 3 speeds, an enclosed cab, automobile type steering, and a 4 cylinder opposed engine. It once pulled a

string of equipment from Graceville to Moorhead, Mn. in 2 days on 1922 roads.



Earl Nelson