

Lake Region Pioneer Threshermen's Association

PRESENTS



THE SAGA OF

"THE PAST IN ACTION"

Dalton, Minnesota

"HOME OF THE GIANTS"

FIFTH EDITION



Foreword

We are happy to present to you our 5th edition. The members and stockholders of the Lake Region Pioneer Threshermen's Association have gathered together many exhibits, steam engines, threshing machines, gas tractors, stationaries, antiques and many other items of interest, some of which are shown in this souvenir book. It is impossible to show them all. To all who contributed and to those that bought this edition: Thanks to all! We have one of the finer exhibits and we are happy to share them with you.

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Milton Martinson	Vice President
John Halvorson	Secretary
Ralph Melby	Treasurer

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John Halvorson	Dalton, Minn.
Ralph Melby	Dalton, Minn.
Milton Martinson	Ashby, Minn.
Harold Hanson	Graceville, Minn.

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DALTON, MINN. 56324

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Dick Fihn
Harold Hanson
Ruben Jensen
Olin Thompson
Dick Trow
Earl Nelson
Barry Nelson

+ Deceased



Ralph Risbrudt, our secretary and treasurer of the Club for many years and has done a fine job of it.



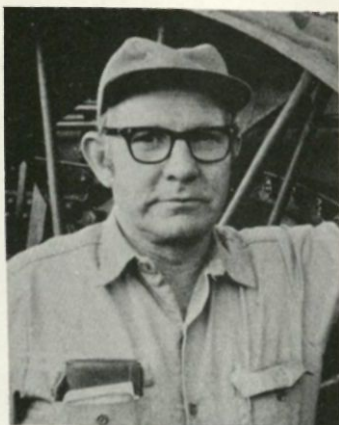
John Halvorson has been a director for several years and is at present secretary of the Association. John has built a home 3 miles north of Dalton and is deputy sheriff of Otter Tail County.



Dale Akerman has been with the Club for several years and has been the president up to this year. He is employed at the Otter Tail County sheriff's office and lives on a farm 5 miles north of Ashby, Minn.



David Hansen, Elbow Lake, Minn. Dave has been a director and vice president for many years and was recently elected president of the Association.



Milton Martinson of Sheffield, Iowa, a new director and vice president. He has a large collection of steam and gas tractors which are showed at the annual reunion each year.



Ralph, Melby, one of the four that started the organization and has been a director since its beginning.



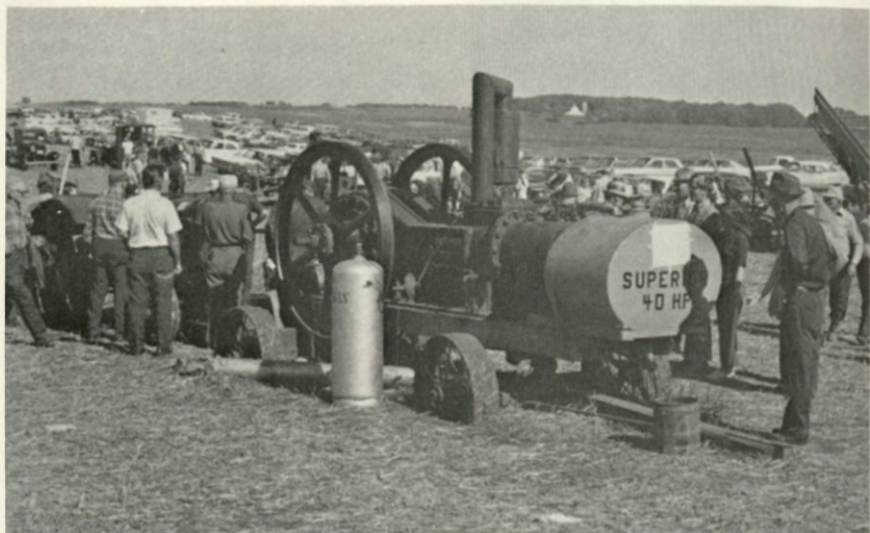
Harold Hanson of Graceville, Minn., and new director. He is the owner of several gas engines.



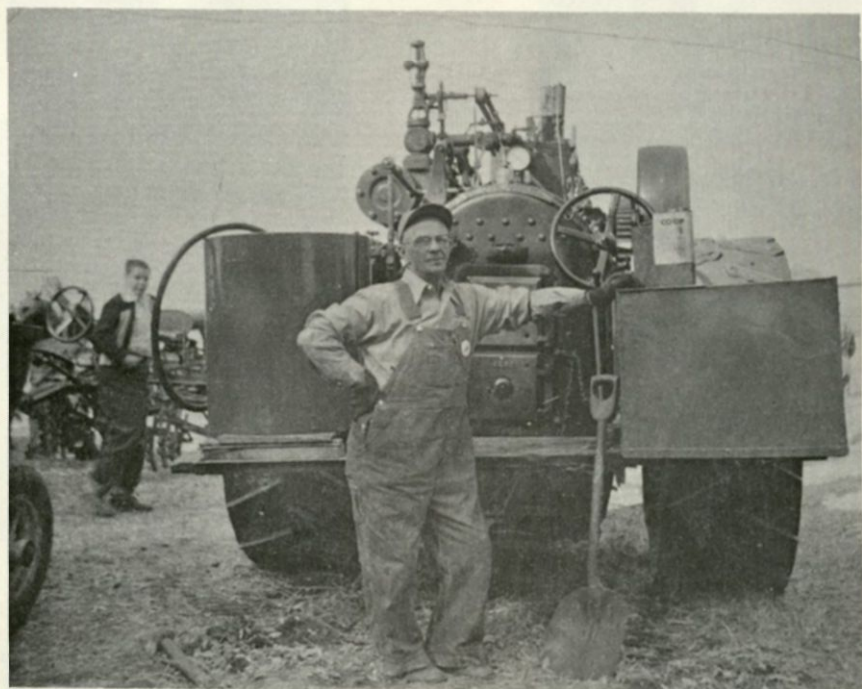
Glenn Risbrudt, a director for many years and is the owner of a single cylinder and rubber mounted model.



Iver Hanson of Ashby, Minn., a director and one of the active members of our club.



40 H.P. natural gas engine used in the oil field near Cutbank, Montana. It used natural gas instead of gasoline and is a 2 cycle engine. Present owners are Henry Johnson and Ralph Melby.



Olin Thompson of Elbow Lake, Minn. has been a steam engineer for many years. He owned his own rig and threshed in the Elbow Lake area for 40 or more years.



SILSBY FIRE ENGINE—This Silsby steam fire engine was bought by the City of Fergus Falls in July, 1882, and was delivered Sept. 1, 1882. It cost \$5,150.00, which included 1,000 feet of 2½-inch hose, 2 nozzles, horse cart, and attachments for either horse or man-drawn. It took 32 men to pull, and horses were soon arranged for. Most of the prominent men of the town were members of the first engine company. Between 1892 and 1896, various attempts were made to sell the steamer, but nothing developed. In 1911, a new boiler was installed for \$1,440.00. It was in use for 50 years (last working fire was the Benson building, Aug. 22, 1931), and then entrusted to the Otter Tail County Historical Society, for preservation. In 1955, the steamer was rejuvenated by the local fire department, and is now in perfect working order.

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Environment controlled Farm and Pole buildings

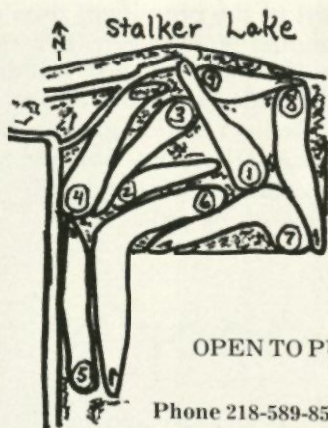
WILLMAR, MN. 56201

PHONE 612-235-3242

John R. Teigland



The Great Northern Depot purchased from the Burlington-Northern Co. by the Association and moved to the grounds by Mathieson Movers. The Association has purchased a small steam locomotive.



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Battle Lake, Mn. 56515



Two John Deere tractors owned by the Schroeder boys of Dalton, Minn.
They restored both these tractors themselves and did a real
good job of it.

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Key Imperial Clothes

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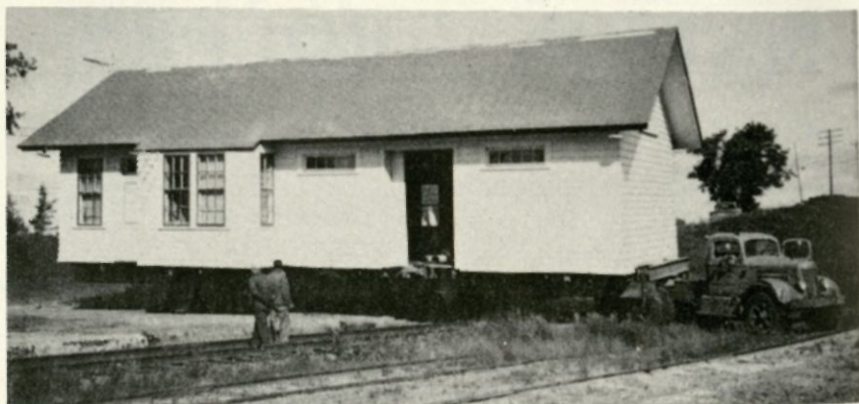
TEL. 589-8930

DALTON, MN. 56324



The Heart of the Lakes Saddle Club of Henning, Minn. has performed on Sunday p.m. at our show for many years. Shown are some of the contestants prior to the show.

MATHESON MOVERS

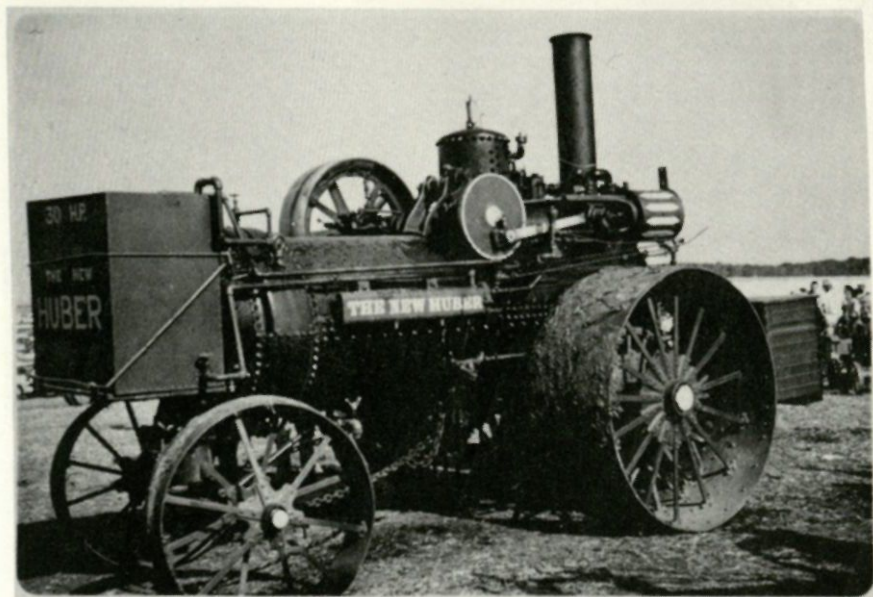


Mover of any size buildings

Harry Matheson

Breckenridge, Mn.

Ph. 643-5130



Henry Johnson's 30 H.P. Huber steam engine. Henry purchased this engine several years ago. Very few Huber engines this size are around.

Welcome to Ashby Laundry and Treasure Cove

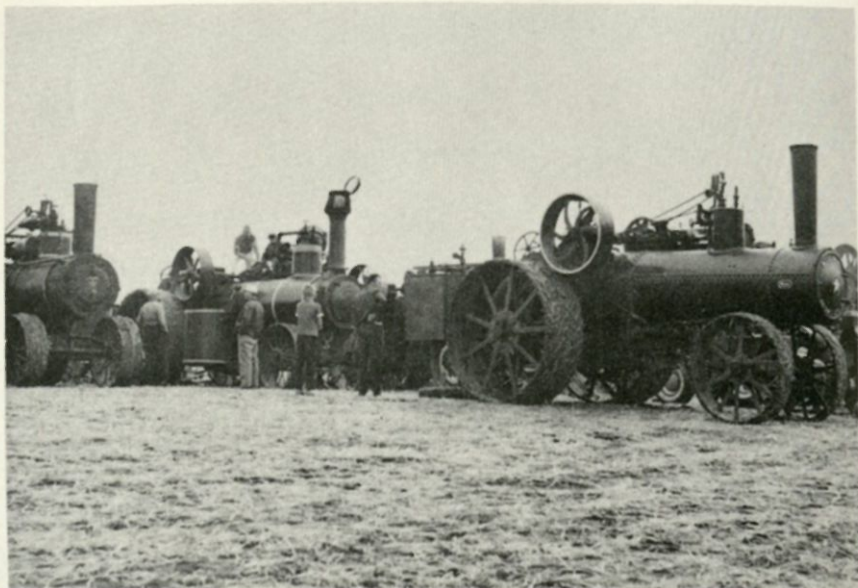
3 sizes self service Washers — Custom Washing and Dry Cleaning

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Three large engines at the show: 25 H.P. Rumely, 25 H.P. Gaar Scott and 25 H.P. Wood Bros. These engines can be seen threshing, sawing lumber or plowing at the show.

Ashby Motel & Resort



COFFEE SHOP

STRICTLY MODERN

HOUSEKEEPING AND SLEEPING UNITS

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 Henry & Hermina Boerhave, Owners

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1970 Queen of Steam Cheryl Huse and her two attendants. Each year a new Queen of Steam is chosen at the Talent Show.

Ashby Farmers Co-op Elevator Co.

Phone 747-6115

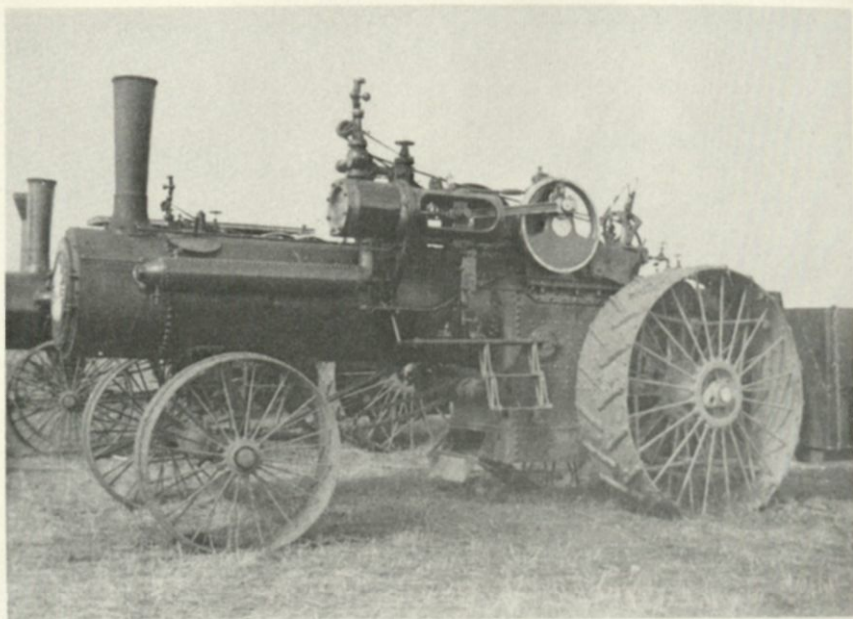
Grain — Seed — Feeds

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Hubbard feeds — GTA feeds

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Ashby, Mn. 56309



25 H.P. advance Rumely steam engine. This is the largest engine advance Rumely built, after Rumely changed their name to Advance Rumely Thresher Co.

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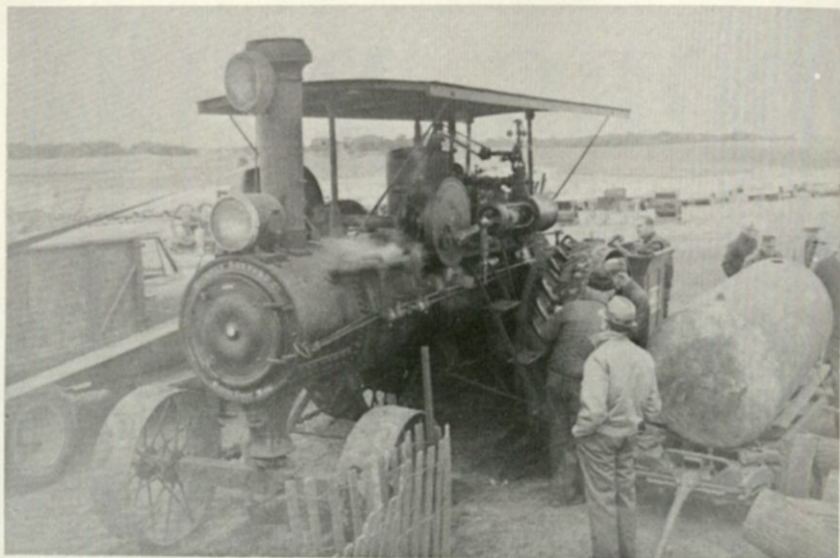
Phone 747-6122

Ashby, Minnesota

GIFTS, SUNDRIES, VETERINARY SUPPLIES

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catering to country folk."

Mae and Ken Borg



25 H.P. Nichols and Shepard steam engine. It is one of the last engines built by Nichols & Shepard Thresher Co. Milton Martinson purchased this engine in Kansas at an auction and trucked it up to Dalton two years ago.

Dieseth Specialty Co.



Guard Rail — Fencing & Signing
 Fergus Falls, Mn. 56537
 Phone 739-2243



Preparing breakfast. This is a daily event for the three day show. Nobody goes away hungry at this event.



Standing in line for a meal at the show. Thousands of people buy their meals and lunches at the show. They have a good reputation for feeding everyone well.

CITY CAFE

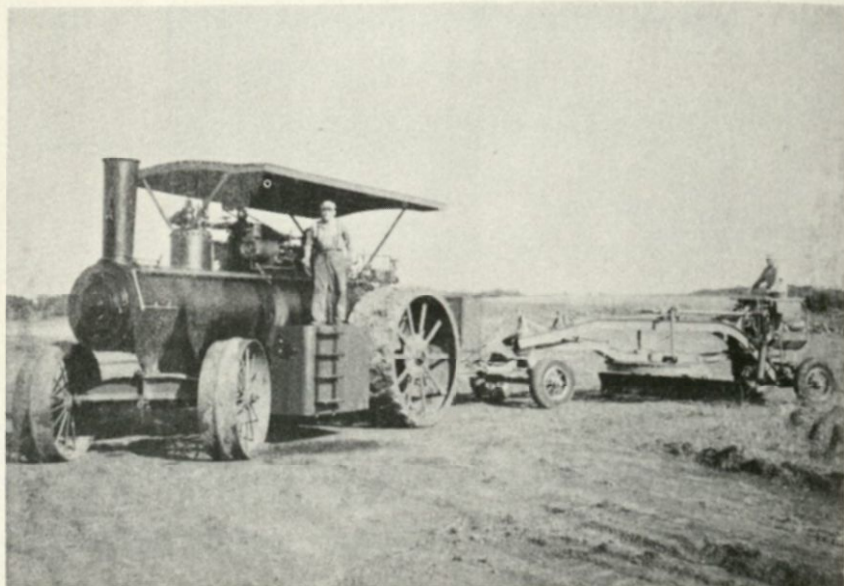
"GOOD PLACE TO EAT"

Meals & Lunches

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Ashby, Mn. 56309



30 H.P. Rumely pulling grader patrol—Ralph Melby, engineer; Iver Hanson, operating the grader. They are leveling the ground around the old Dalton Depot that the Association purchased and moved to the grounds.

TEN MILE LAKE RESORT

— STEAK HOUSE —

STEAK — SHRIMP — CHICKEN

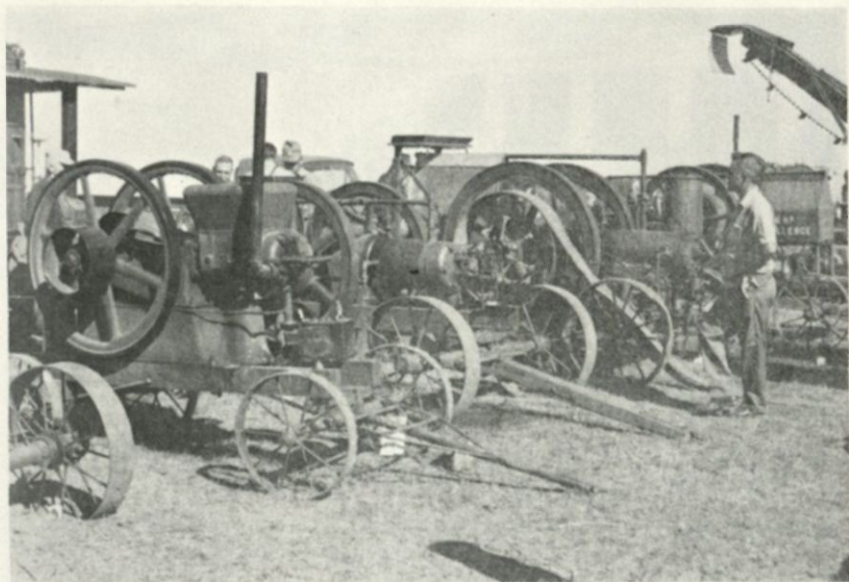


Modern Cabins

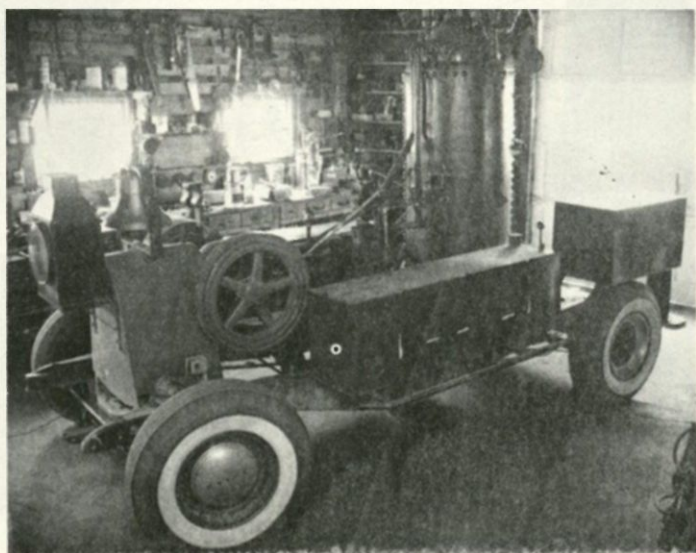
Trailer Court

4 miles S.W. of Dalton
Bob & Jerry Schultz, Prop.

Phone 589-8845



Pictured are an associated type Z Fairbanks Morse, type N Fairbanks Morse and Challenge. Just a few of the many different engines seen each year.



We call this a steam hot rod, made by Glenn Risbrudt in his shop on the farm.



Part of the audience at the Talent Show that is staged each year. Last year it was decided to hold the show in the large steel building at the show ground.



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Housewares

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ASHBY, MN. 56309



A view of the main building on the Association grounds which stores some of the engines in the off season.

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Golden Glow Brand Butter

Land o' Lakes Feeds & Seeds — Dahlman Seed Corn

**2 Portable Feed Mills & Broyhill Weed Sprayer
for rental.**

Dalton, Mn. 56324

Tel. 589-8806



Part of the steam engine collection at the grounds. Only about one third of the steam engines are shown on this picture. Others are parked other places on the grounds.

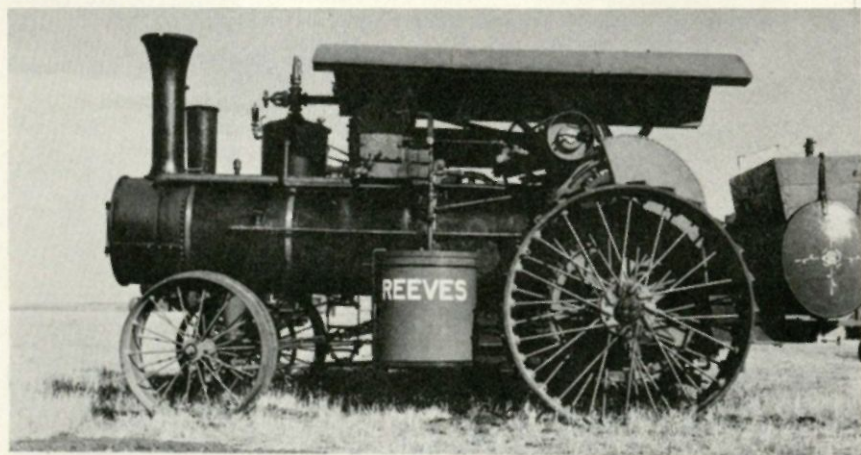
FIRST STATE BANK - Ashby, Minn.



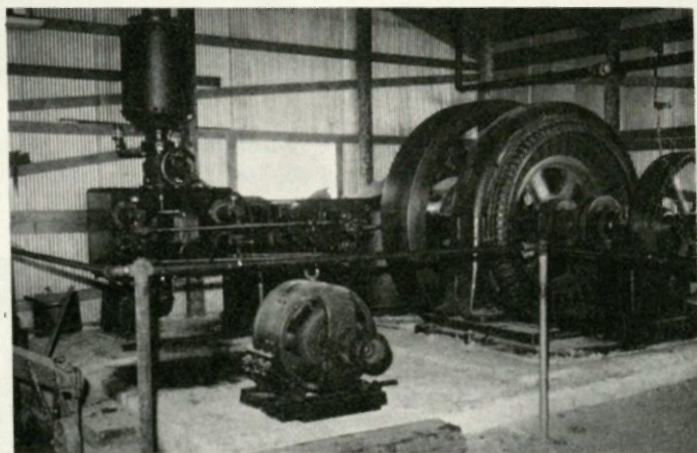
"Your Local Full Service Bank"

SAVINGS — LOANS — INSURANCE

Member F.D.I.C.



32 H.P. cross compound Reeves steam engine. This engine was used to break prairie sod in Montana in about 1908. It was also used for a short time to furnish steam for an irrigation pump.



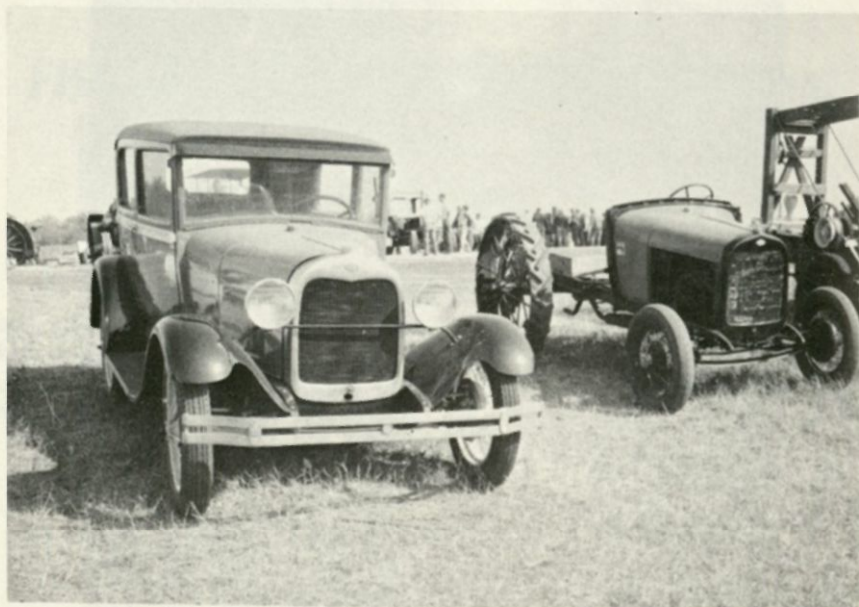
Large stationary steam engine given to the Threshermen's Club by the Fergus Dairy of Fergus Falls, Minn. This is a fine engine, runs nice and quiet. It was used to generate current for the milk plant in Fergus Falls, Minn. for many years. The Club extends a hearty thank you for this fine engine.

CONGRATULATIONS THRESHERMEN

VALHALLA FARMS, ART GALLERIES AND ANTIQUES



Kenneth Bratvold's 25 H.P. Nicols & Shepard steam engine. Kenneth purchased this engine from the late Merle Jones of Little Falls, Minn.

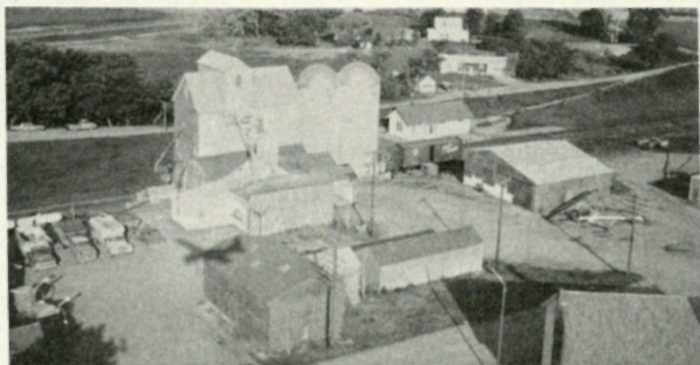


Model H Ford car and a Model A Ford made over into a farm tractor. Several companies built these attachments for cars years ago. Sears, Roebuck & Co. sold them too.



Starting to thresh at the show. Threshing has been one of the main attractions each year. Some 20 acres of grain is threshed each year.

Dalton Grain & Feed Co.



Grain — Feed — Seed — Fertilizer
Chemicals — Grinding

Dalton, Mn. 56324

Phone 589-8982



Ralph Melby and his granddaughter standing beside the 32 H.P. Reeves engine.

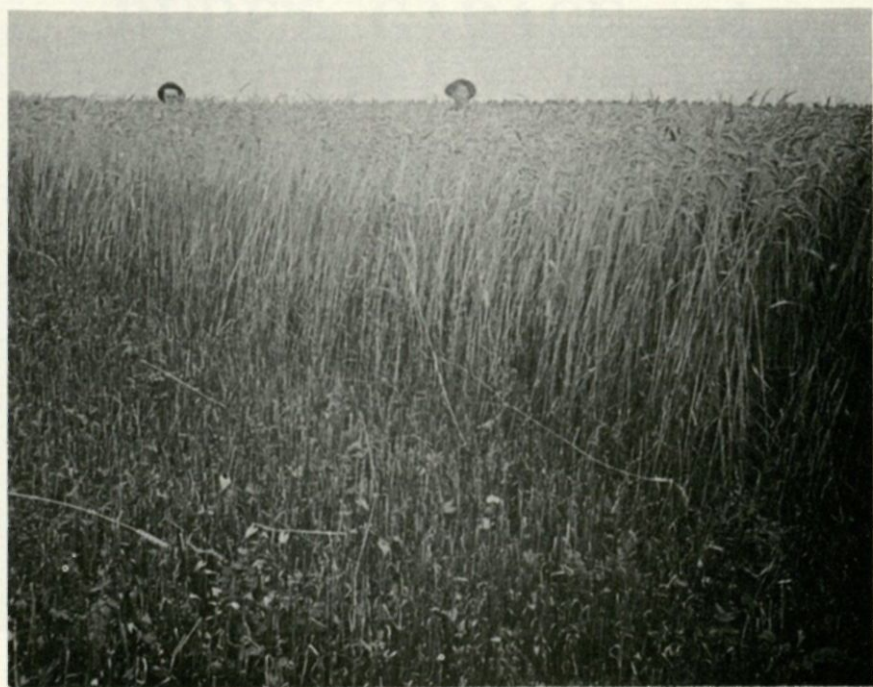
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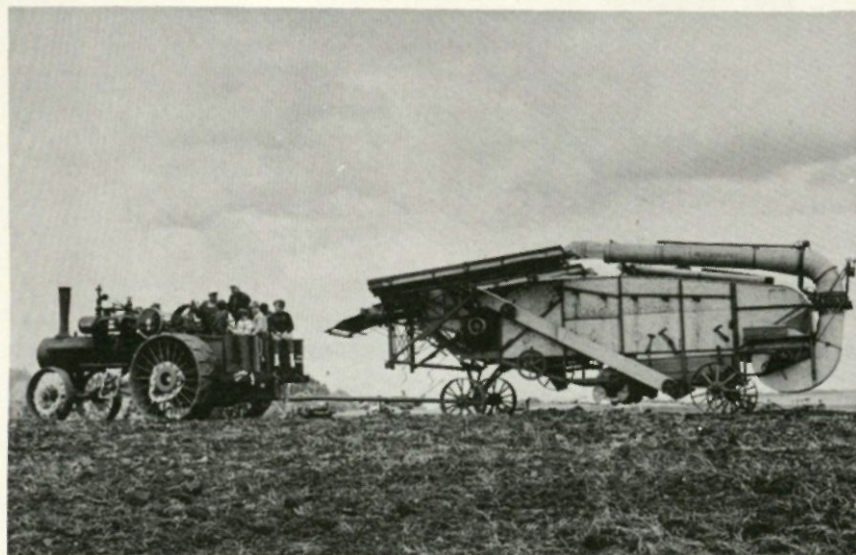


Modern technology such as improved drills, harrows, tractors, and combines have done much to increase crop productivity. Seed selection, weed and insect sprays, and modern "know-how" have also contributed greatly to increased crop yields. These facts lead one to the belief that yields certainly must have been poor in pioneer days. That conclusion is not completely true, however, as the accompanying pictures indicate.

The first picture illustrates how the corn grew in 1895 on the E. R. Everts farm in Orwell township (Otter Tail County). The year 1895 was also good for wheat as is indicated by the other two pictures taken on the D. S. Wemple farm in Orwell township. The picture of the wheat field where the men are barely visible went 40 bushels to the acre and the field of shocked wheat went 45 bushels to the acre. Nature could be bountiful even when horses were the motive power and steam threshing was the harvest method. (Pictures courtesy of the Otter Tail County Historical Society Museum.)

Paul A. Larson
Fergus Falls State Jr. College





65 H.P. Case engine formerly owned by the late Hjalmer Grant. Clifford Olson purchased this engine from Hjalmer and sold it to Ray Erickson, the present owner.

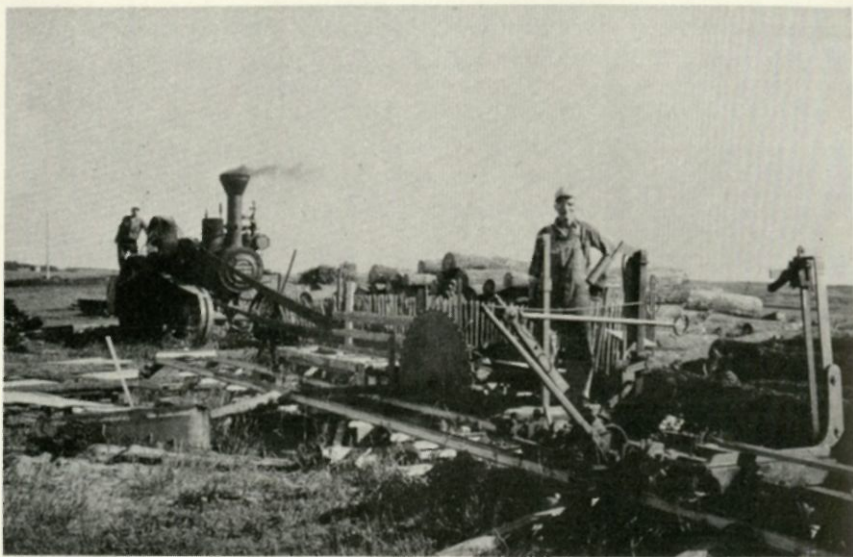
RUDE'S GARAGE and BLACKSMITH SHOP



General Repair — Welding — Plow work
Automatic Transmission Work

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One of the many attractions at our show is the saw mill owned and operated by Kenneth Bratvold. Kenneth's 22 H.P. Advance, a straw burner, is shown belted to the mill. On the engine is Olin Thompson and by the mill is George Melby.

Farmers Equity Assn.

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Complete Service Station



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Electricity to the Farms and
Towns in our Area*



Otter Tail
POWER COMPANY

FERGUS FALLS, MINN.



The two Steam Queens of 1971, the queen from Western Steam Threshers at Rollag, Minn. and Sharon Fick, a local girl, Steam Queen for Lake Region Threshermen's Association. Nice girls, wouldn't you say?

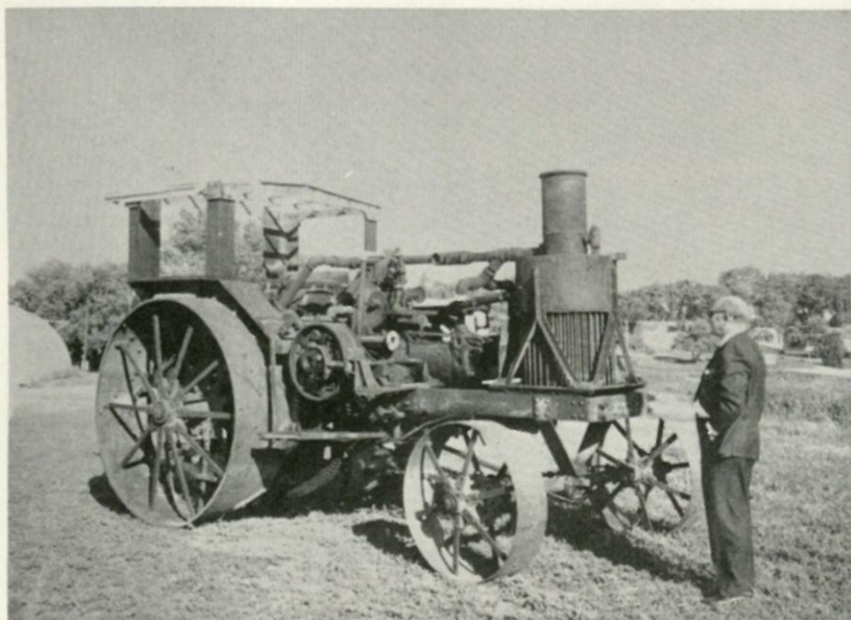


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in the Lake Region Area"

LAKE REGION CO-OP ELECTRICAL ASS'N

HEADQUARTERS IN PELICAN RAPIDS, MINN.

PHONE 863-1171



Milton Martinson's 25-50 Avery, built in 1910. Four horizontal 6" x 7" bore & stroke. It burns kerosene, distillate and gasoline. The rear drive wheels are 69" high and 20" wide. Speeds are 2 and 3 m.p.h. It weighs 12,500 pounds.

RORVIG'S GROCERY and DRY GOODS

Groceries — Cold Meat — Frozen Foods
Ballband & Goodrich Rubber Footwear
Cosmetics — Lotions

Dalton, Mn. 56324

Phone 589-8933



25 H.P. single cylinder Gaar Scott steam engine purchased several years ago from Ed Boyle, Young America, Minn. Ed used it for threshing and lumber sawing many years ago near New Germany, Minn.

Threshing with Steam in Days Gone By

C. K. Anderson was a thresher
Who by Dalton lived close by
He threshed for Conjock Johnson
Erick Olson and I.

He would wake up in the morning
Before the rooster did crow
To steam up the engine
And was ready to go.

The belts they were flopping
And the blower did roar,
But C. K. stood by the feeder and
Commanded, "Just throw in some
more."

The weather is threatening
But the grain crop is fair.
We must finish this threshing
Before the birds take their share.

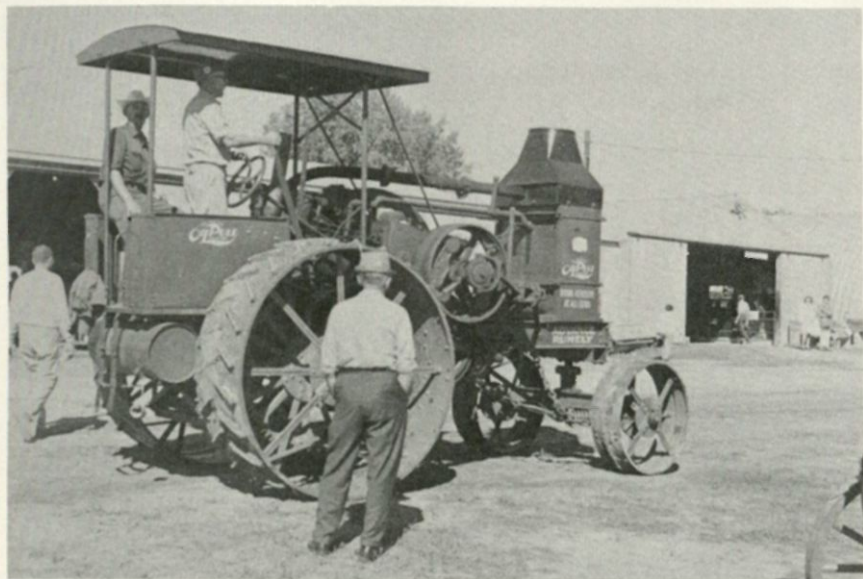
Sometimes the straw was heavy
And the straw piles grew green
But C. K. Anderson had good
Power on this threshing machine.

After he had finished threshing
He would take butter and cream
To pay up the bills
On his threshing machine.

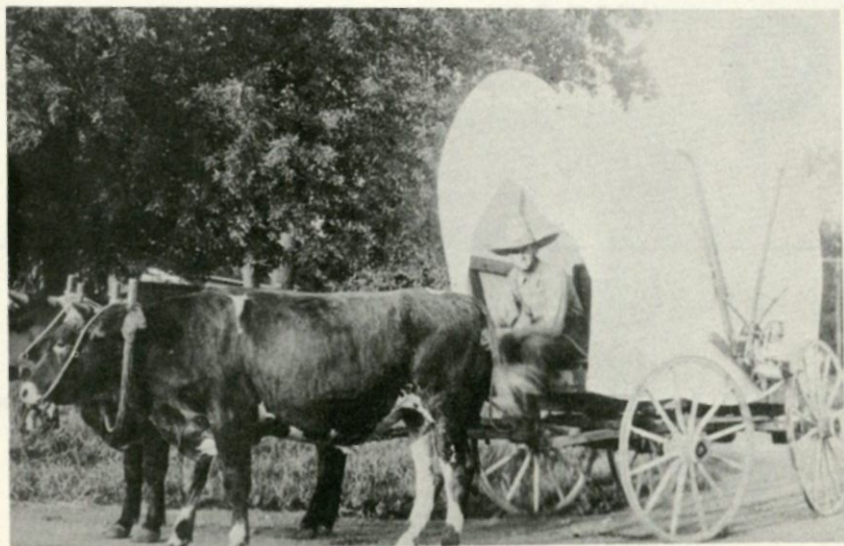
The wheat bins were overflowing
And at meal time was not a dream
For the new settlers in this country
Had their future foreseen.

The flax fields were blooming
And the wheat fields a gleam.
There was money in our pocket
When we were threshing with steam.

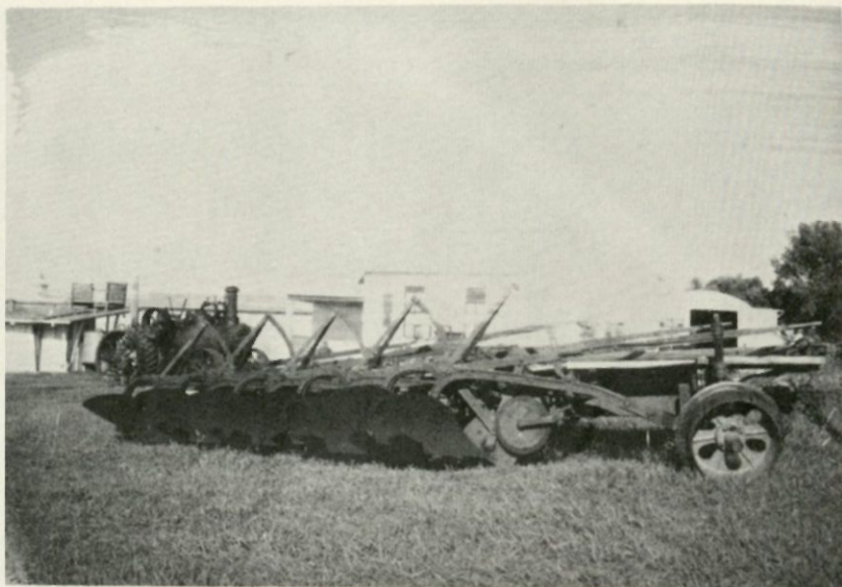
By Lawrence R. Beckman
Erhard, Minn.



One cylinder Oil Pull bought from Oscar Shanky, Middle River, Minn. in 1969. It has a 10" bore, 12" stroke. Elmer Larson of Moorhead, Minn. rebored it and made a new piston. The present owner is David Hansen.



Gary Gesink's father-in-law, Ben B. Mouw, with a team of oxen he trained in 1941 for the 50th anniversary of Sioux Center, Iowa, with sod bottom prairie breaker he used when a boy.



A John Deere 10 bottom plow bought from Merle Jones, Little Falls, Minn. It has 14" plows and can be seen plowing each year at the show.



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American Legion Post 508

DALTON, MN. 56324

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**COMPLETE MEAT PROCESSING. FRESH FROZEN CUTS IN STOCK
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WILLIE ANDERSON, Prop.

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DALTON, MN. 56324



Looking over the pulley into the wing feeders of the 40-64 machine. Several stocks of grain, usually oats, are threshed each year at our show. 28 H.P. Minneapolis steam engine owned by Glenn Risbrudt, Dalton, Minn. Glenn restored this engine some years ago. It is showed at the show each year.

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DALTON, MN. 56324



Your Home Bank offers You Helpful Friendly Banking Service —
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PARK REGION MUTUAL TELEPHONE COMPANY

"SERVICE IS OUR FIRST THOUGHT"



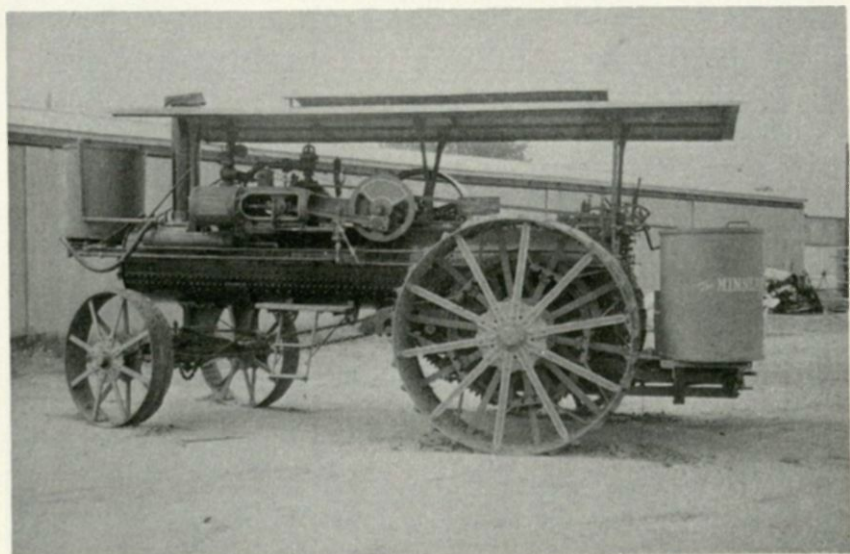
HOME OFFICE — UNDERWOOD, MINN.

— EXCHANGES —

DALTON	ASHBY
ERHARD	MAINE - AMOR
VINING	UNDERWOOD



28 H.P. Minneapolis steam engine owned by Glenn Risbrudt, Dalton, Minn. Glenn restored this engine some years ago and it is showed at the show each year.



A 24 H.P. Minneapolis steam engine. It is one of the last engines built by the Minneapolis Threshing Machine Company. Milton Martinson is the present owner.



**F 12 Farmall tractor with the steel wheels. This tractor belongs to
Bratvold Bros., Ashby, Minn.**



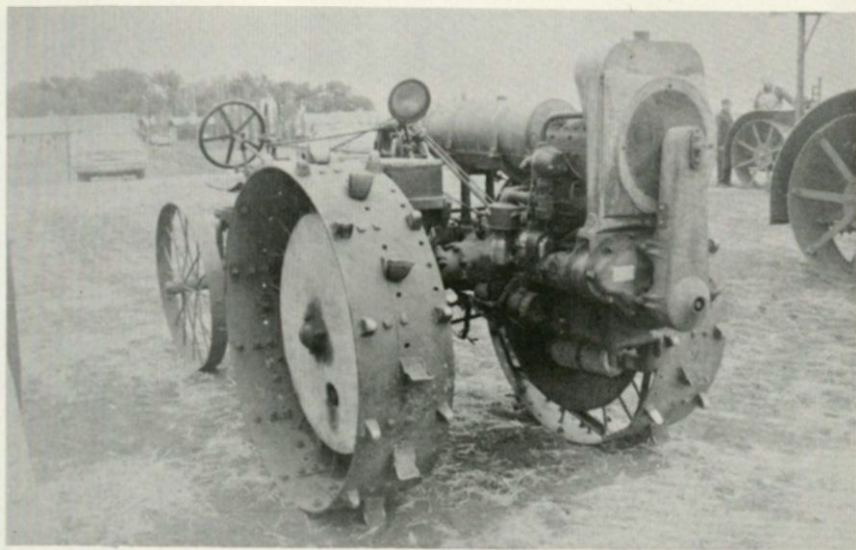
WELCOME TO "SKROVE'S MOTEL"

"A Home Away From Home"

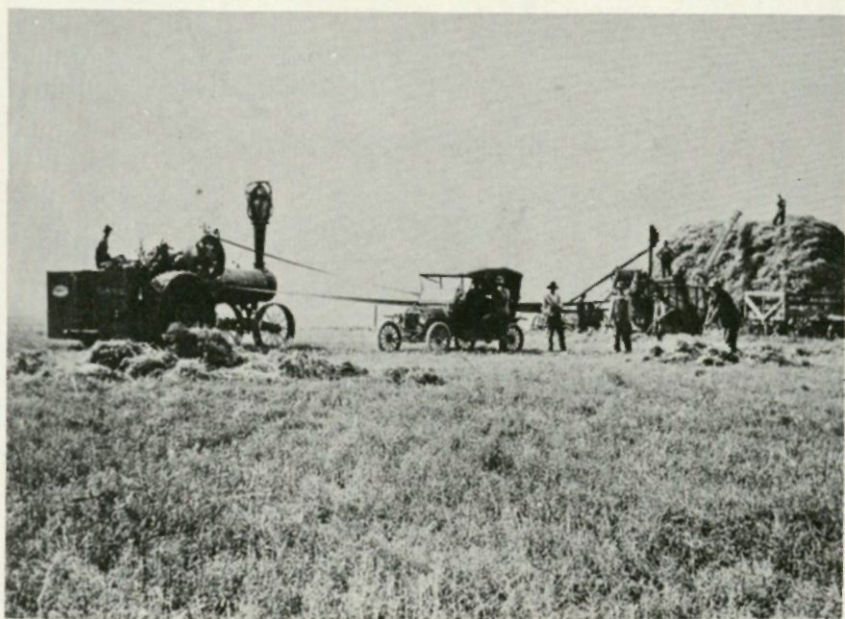
Pat & Brad Warwick — On Highway 82

DALTON, MINN.

PHONE 589-8977



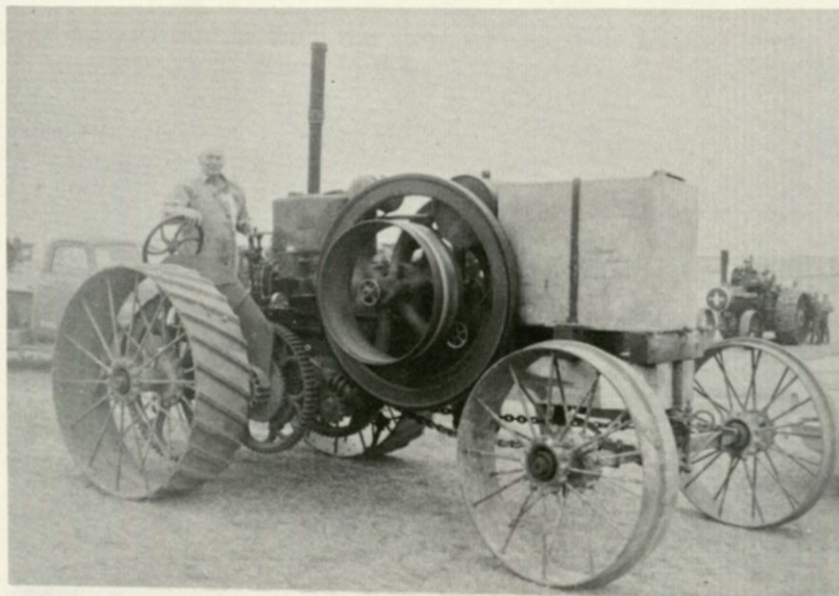
Moline Universal 9-18 made by Moline Plow Co. The engine is 4 cylinder, $3\frac{1}{2} \times 5$ vertical, 1400 R.P.M. It weighs 3380 lbs. and cost \$650.



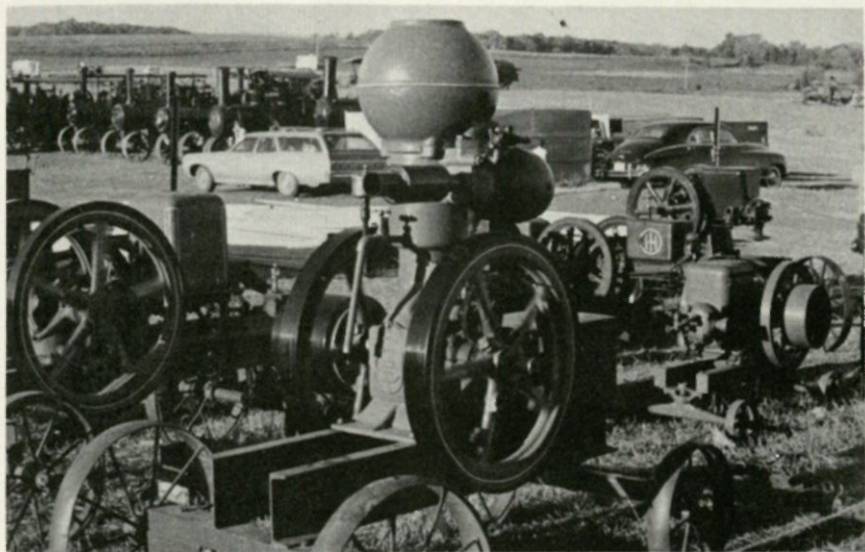
Case threshing rig threshing in the Hettinger, No. Dak., country in 1913.
The owner is Albert Polchow of Hettinger.



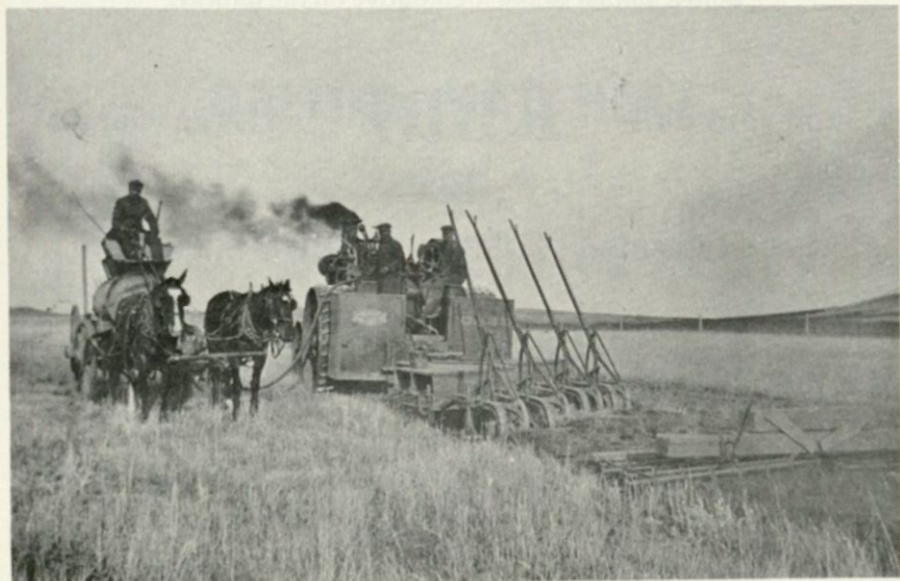
Elsworth Grahn, Vergas, Minn. sawing lumber to manufacture lath. Elsworth is a member of our Association and brings this mill down here each fall.



20 H.P. Witte gasoline engine mounted on a running gear from a Minneapolis steam engine. Peter Bitzen of Evansville built this machine when he was 17 years old. He used it to power his grain separator for several years. Bitzen sold this engine to Jim Withers of Osakis, Minn., but it is left at the show.



Some old-time gasoline and kerosene engines restored and shown each year by Earl Nelson and Harold Hansen. Aren't they some dandies?



110 H.P. Case engine breaking prairie sod in Hettinger, No. Dak. country in 1913. Note they are pulling 8 breaking plows and a drag. This was a common scene in the early days.



Henry Johnson's 22 H.P. Avery undermounted steam engine. The engine was mounted on a frame under the boiler. This took the strain off the boiler, similar to the locomotive on the railway.

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UP TO THE MINUTE EARLY MORNING INFORMATION ON
WEATHER CONDITIONS, SCHOOL & BUS SCHEDULE CHANGES.



A McCormick-Deering horse-drawn corn picker, owned by Bothun Bros. of Dalton, Minn. These were first used in the 20's. Checking the old-timers are Milton Martinson, Ralph Melby and Lennie Bothun.

DALTON HATCHERY and BAIT SERVICE

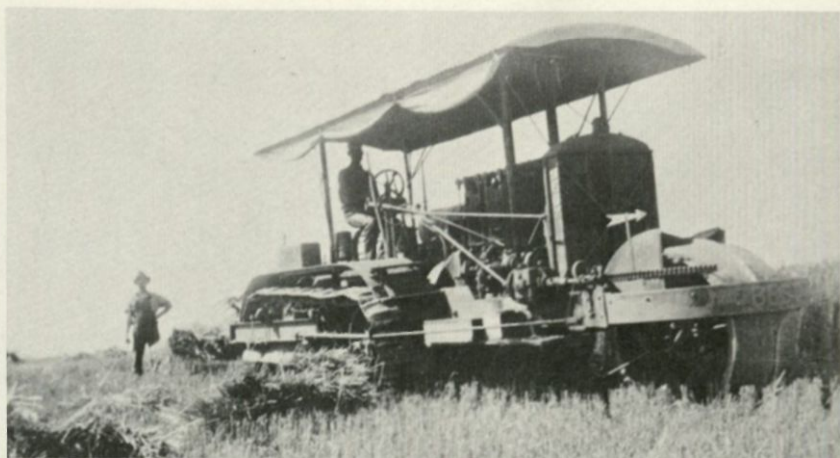
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Harold Skaar, Prop.

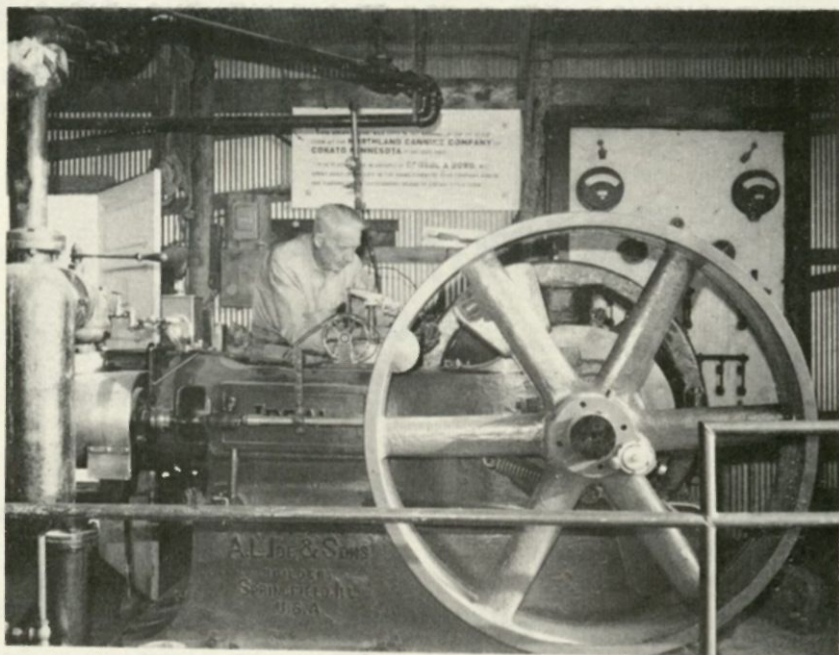
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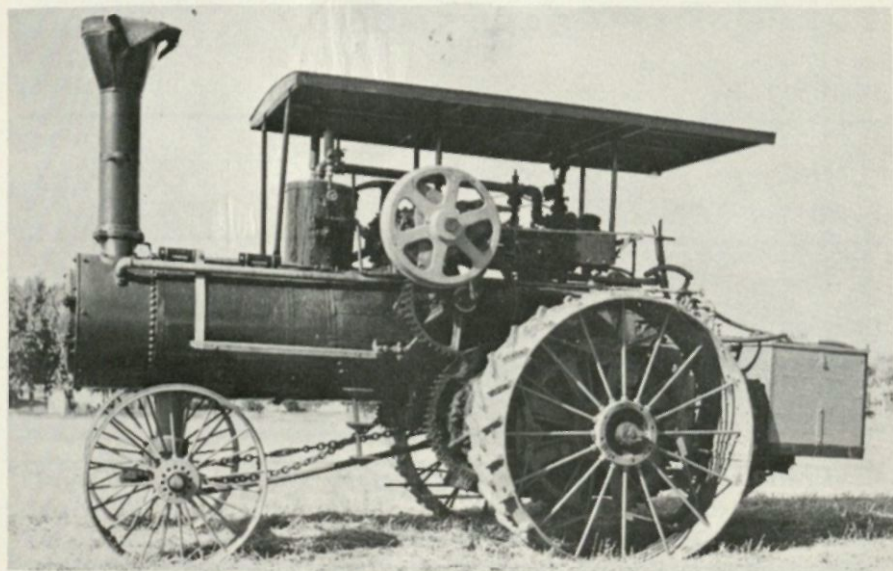
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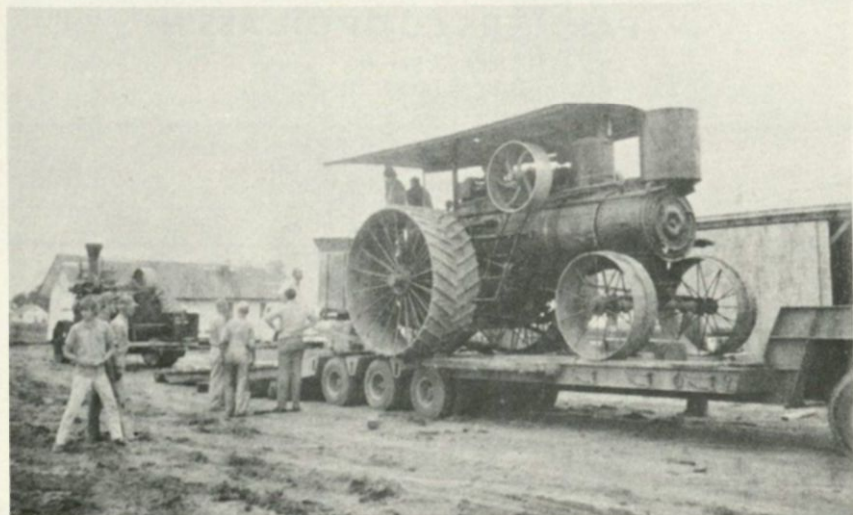
75 H.P. Best pulling binders. Note the large front wheel on the tractor. This was to hold up the front end and help in turning.



Stationary steam engine given to the Threshermen's Association by the Northland Canning Co., Cokato, Minn. This engine was used to generate current and run a line shaft in the canning factory at Cokato until 1967. We are expecting to have several more large engines in the future to be shown at our show. We are grateful to the Northland Canning Co. for donating this fine engine free of charge.



25 H.P. double cylinder steam engine built by Gaar Scott Co., Richmond, Md. It is a 1910 model and was rebuilt in 1925. It has 7x11" cylinder, $\frac{3}{8}$ hap seam boiler, 36" diameter, 56 2" flues, 6" drive gears and pinions, 4" counter shafts, 26x72" drive wheels and carried 165 lbs. steam pressure. This was the Gaar Scott Co. plowing engine before Rumely bought out the company.



Unloading the 35 H.P. Nicols & Shepard steam engine purchased from Floyd Perleberg, Willmar, Minn. by Milton Martinson. This is the largest engine this company built.

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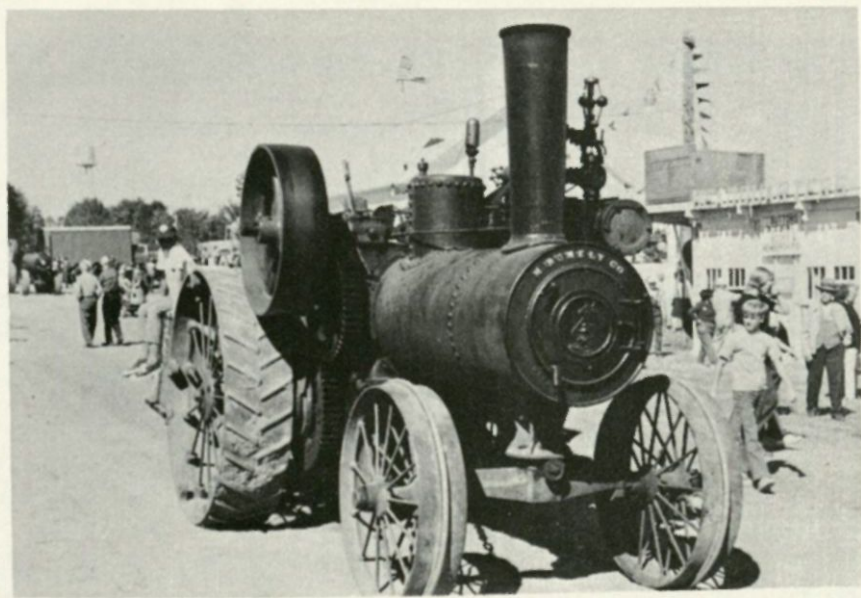
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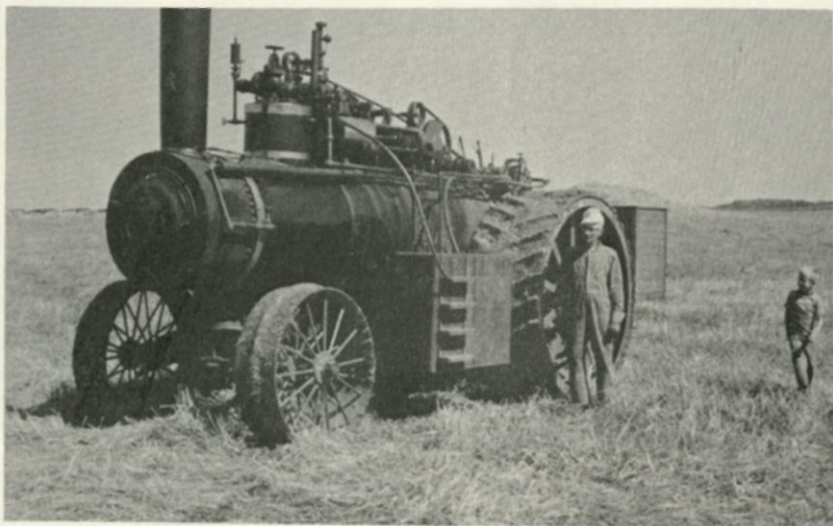
FERGUS FALLS, MN.



Picture of small Advance steam engine and hand feed and straw carrier separator taken near Kensington, Minn. around the turn of the century. Notice the staw cart behind the engine and the water wagon with barrels on top. They were filled from the tank and gave a supply of water while another load of water was pumped from a lake or slough. Note the straw wagon filled with straw. This was used to fill the cart behind the engine when moving from place to place.



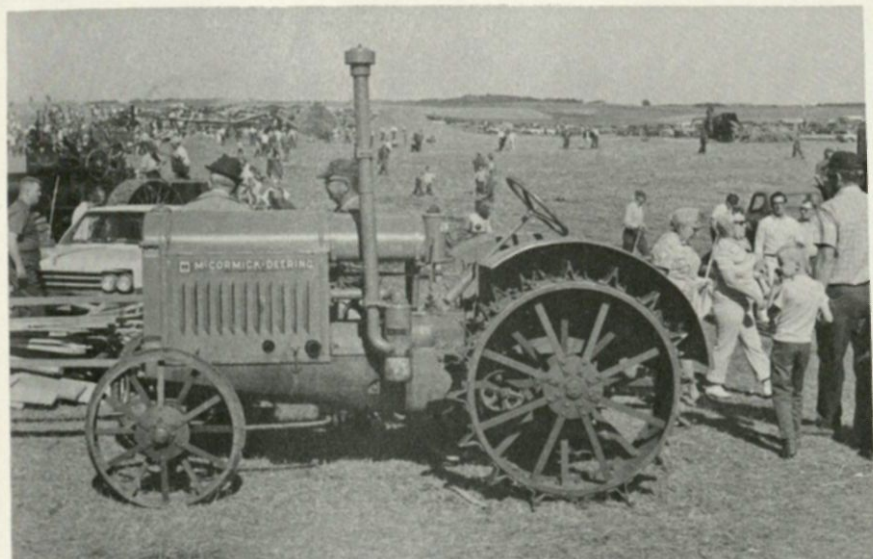
16 H.P. Advance steam engine built by M. Rumely Co. It was bought from the late Justin Hingsten of LaMotte, Ia., and is now owned by George Melby, Ashby, Minn.



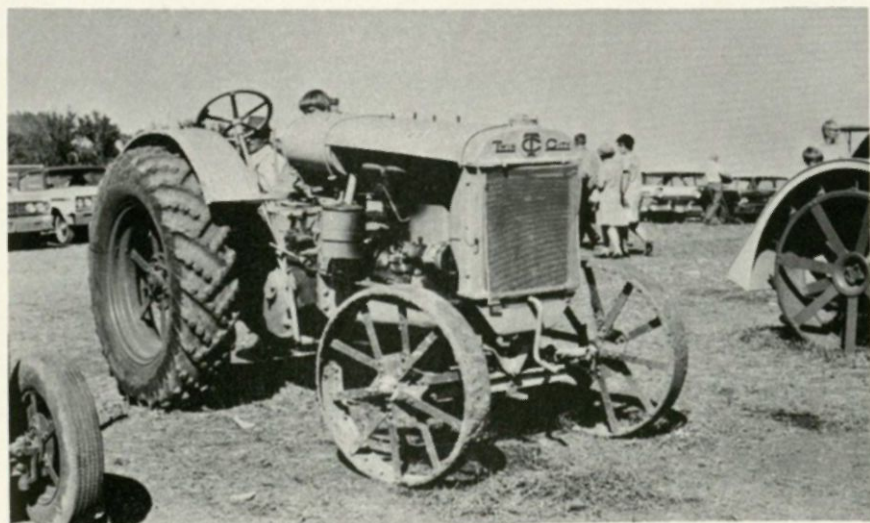
25 H.P. Rumely, the old work horse, seen plowing at the show each fall. It is sometimes taken for a 30 H.P. engine, but is only a 25 horse. Ralph Melby is the owner.



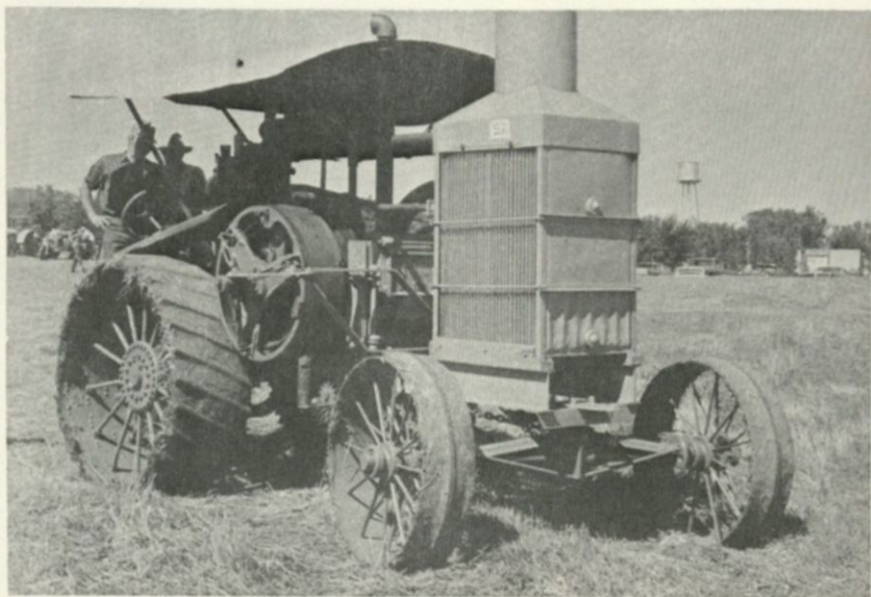
32 Reeves cross compound, the only compound at our show. It is an old engine, but is in good condition. It was bought from Johnny Anderson, Mile City, Mont. where it was shown at a museum.



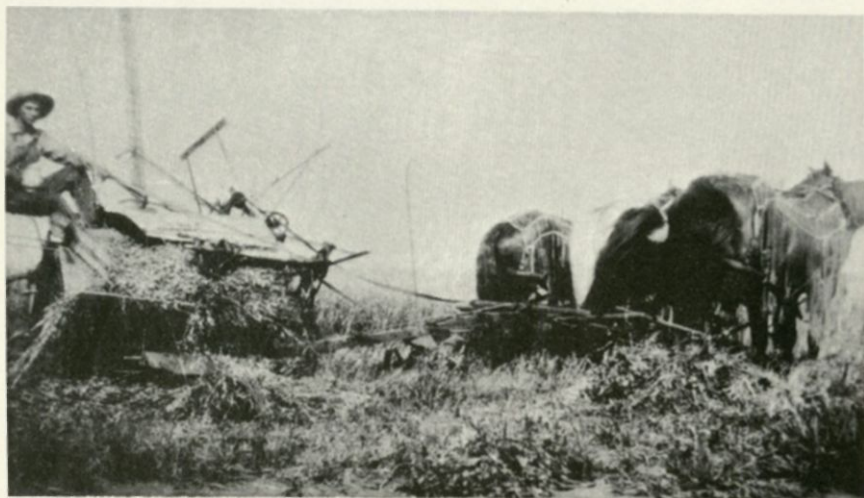
10-20 McCormick Deering gas tractor. This tractor was shown at the Minnesota state fair a few years ago and is in excellent condition. It is owned by Dick Lindquist of Minneapolis, Minn.



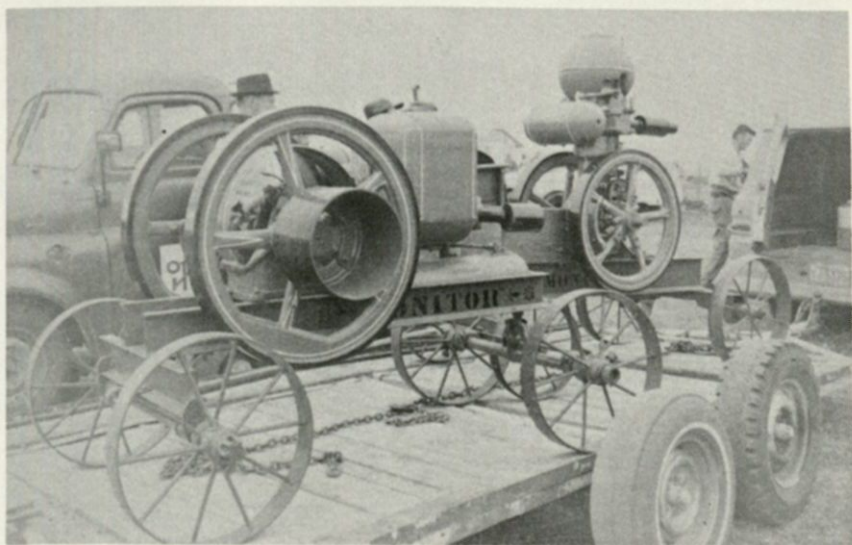
Twin City gas tractor. It is owned by Milton Martinson, Sheffield, Iowa. It has been restored and looks like a new tractor.



This engine, built in 1908, is a 30-60 Hart Parr 2 cylinder tractor. This model was known as "the old reliable." The engine has the hit and miss governor arrangements which make it sound very unusual for a large tractor. It was purchased new by Ernest Kicker of Fairfax, Minn. and bought by David C. Hansen.



Henry Gesink harvests oats on his farm east of Sioux Center, Iowa with an 8' Osborne Binder in 1929. He got 60 bushels per acre from 40 acres of land.



Two Monitor gasoline engines just brought in for the 1971 show and can be seen at the show each year. One is a 5 H.P. Horizontal and the other a 4 H.P. Upright. They were restored by Harold Hansen.

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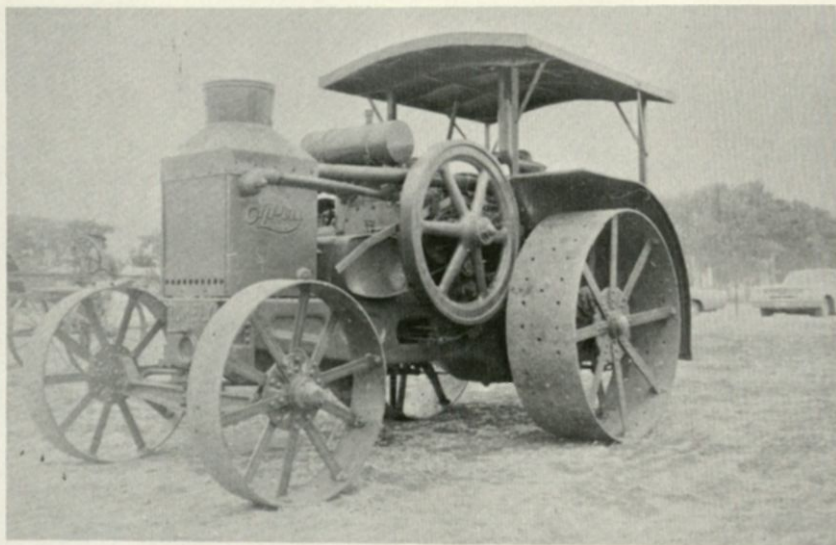
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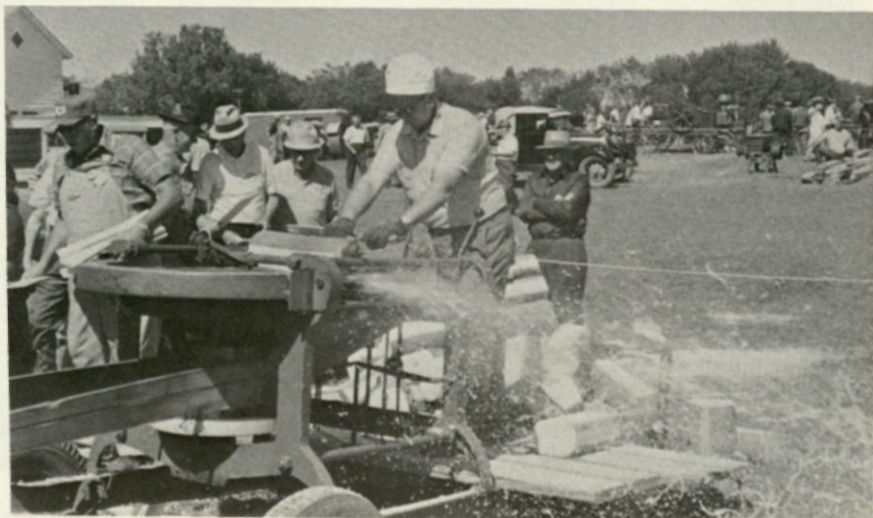
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30-60 H.P. Rumely Oil Pull owned by Milton Martinson. It has 30 draw bar horsepower, 60 brake horsepower, 2 cylinders with 10" bore and 12" stroke. The belt pulley is 36" in diameter and 11" wide and can reach a speed of 375 R.P.M. The diameter of the front wheels is 44", the rear wheels, 80". The tractor can travel 1.9 miles per hour. Its fuel tank capacity of kerosene is 70 gal., of gasoline, 3 gal. and of water, 85 gal. The capacity of its radiator and cooling system is 70 gal. Its overall width (without extensions) is 9'8"; its overall height, 11'; and its overall length, 19'.



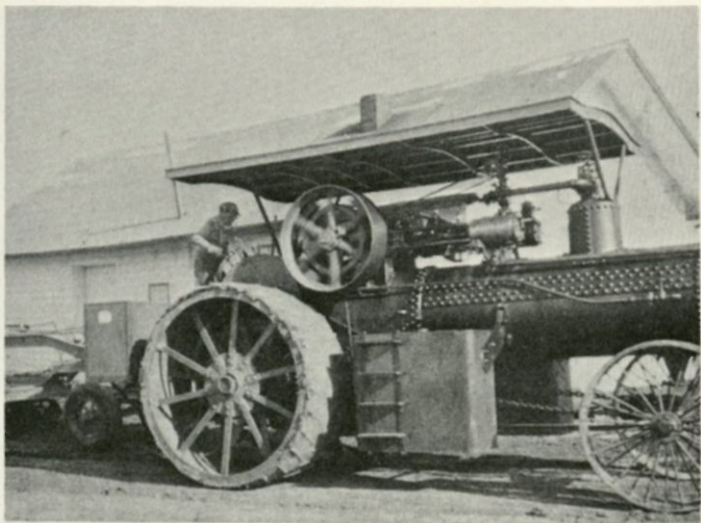
Shingle mill owned by David C. Hansen, operated by John Neprud, Wahpeton, No. Dak. John is a good help around here.



1915 LaFrance fire truck purchased by Milton Martinson at a sale in Iowa. This was the oldest active duty fire truck in Iowa. It is in excellent condition even though it is nearly 60 years old.



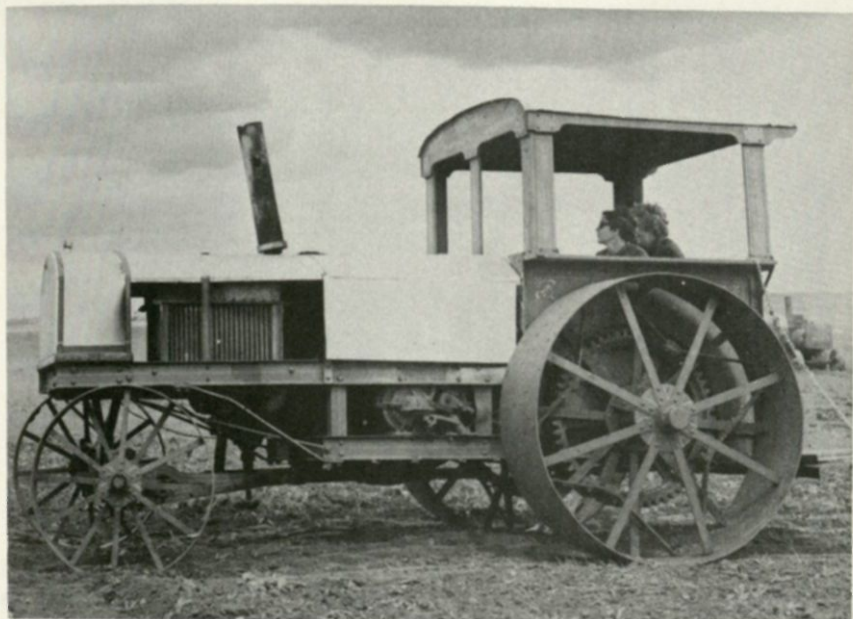
36 H.P. double cylinder Rumely steam engine. Its present owner is Milton Martinson who purchased it from Fureseth Bros., Halstad, Minn. As far as we know there are only 5 or 6 of these engines left.



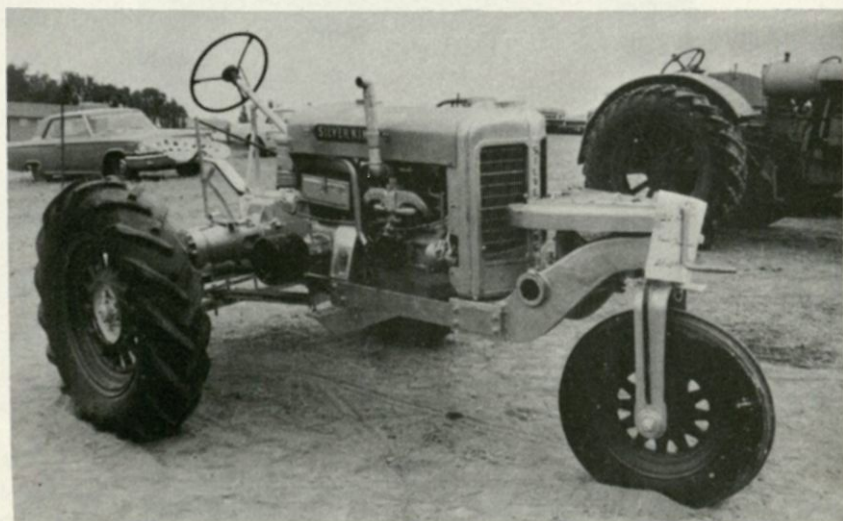
Leveling the grounds in preparation for the 1972 show after installation of water mains.



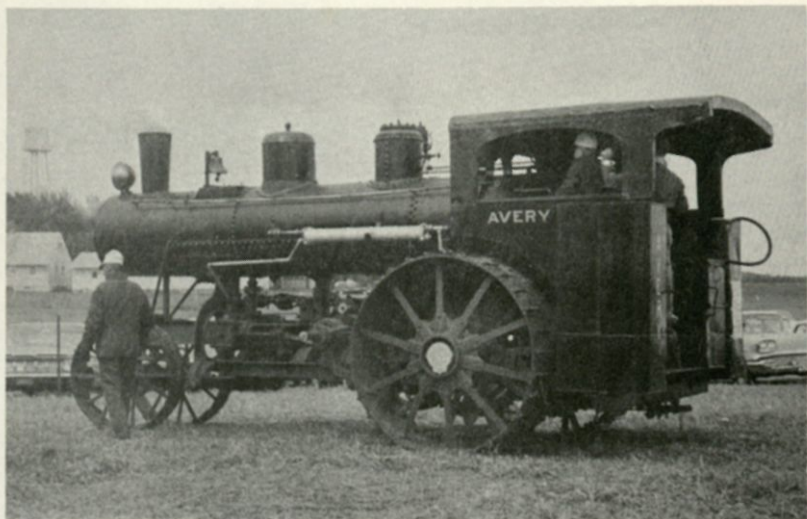
Miniature saw mill from Rollag in operation.



Minneapolis Universal farm tractor. It was bought new in 1911 by Henry T. Hansen of Elbow Lake, Minn. It was the first gas tractor in Elbow Lake. A Grant Co. Herald news article said it looked like a locomotive. 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, then bought by David C. Hansen, son of Henry T. Hansen, in 1957.



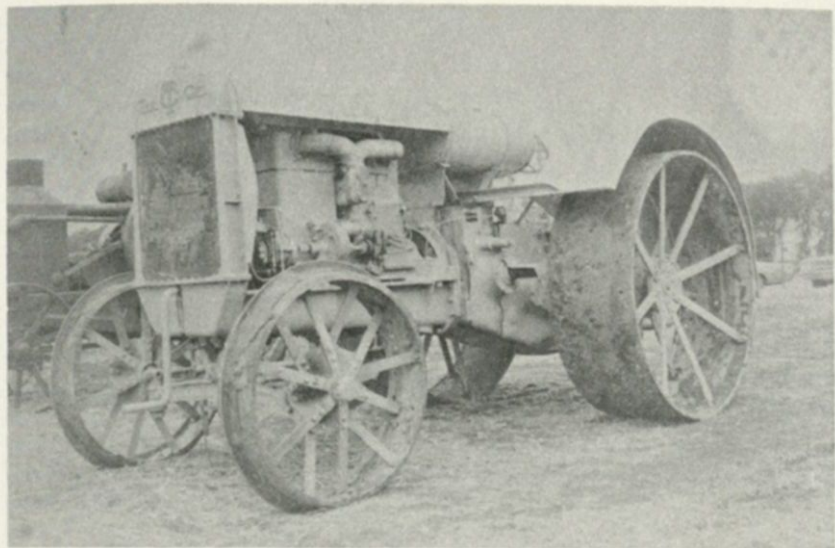
A Silver King tractor owned by Henry Johnson, made in the 30's.



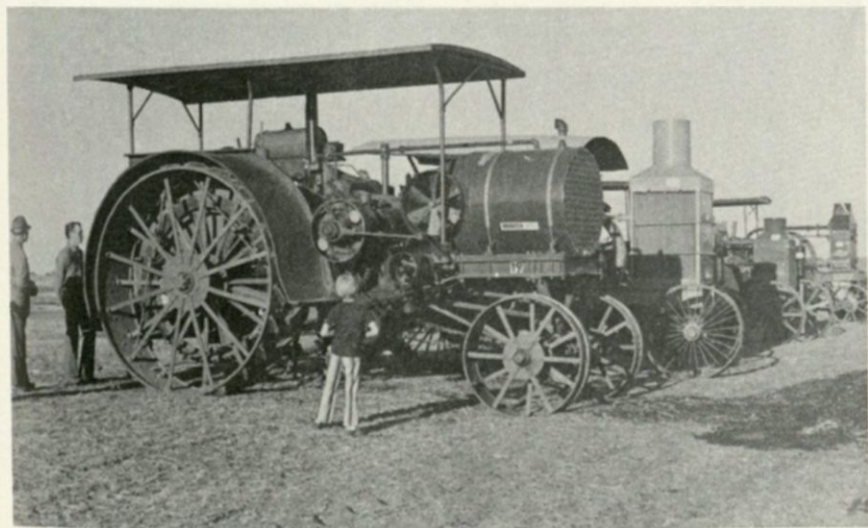
22 H.P. Avery steam engine purchased several years ago from the late Clint Jackson. Henry Johnson bought this engine and is the present owner.



1971 Queen of Steam



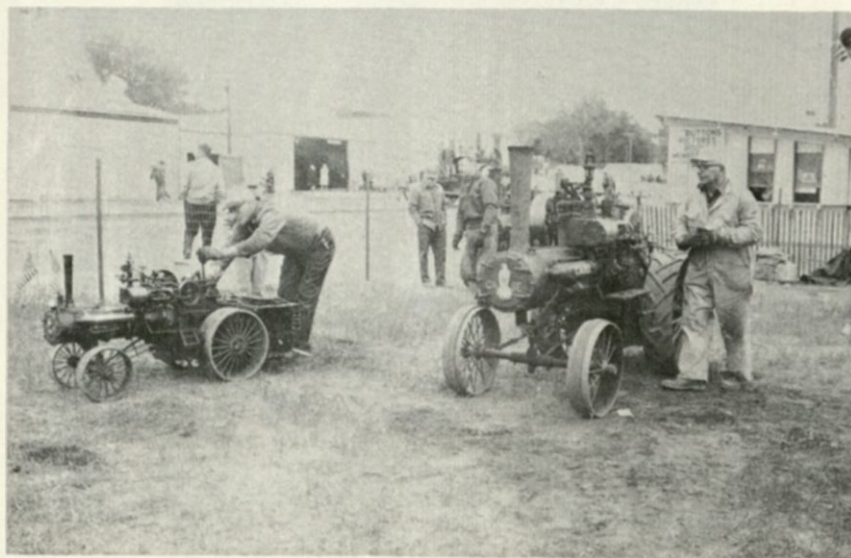
27-44 Twin City tractor purchased from Kenneth Kicku of Hector, Minn. Clarence Martinson is the present owner.



Aultman & Taylor 30-60 gas tractor owned by Ozzie Spetan of Brooten, Minn. This tractor runs at 500 R.P.M. It has a bore & stroke 7x9, 4 cylinders and 90"x24" wide wheels. Kerosene, distillate and gasoline are used for fuel. Its speed is 2.2 and it weighs 21,200 lbs.



Picture of Nicols & Shepard steam engine and grain separator taken sometime around 1910 near Kensington, Minn. Note the cook shack and cooks. They fired with straw in those days as it was cheap fuel. The farmers had plenty of straw and there were no questions asked. Note the screen on top of the smokestack. That was used to catch the sparks so they would not set the stack on fire.



Two fine model engines at the show. The large one belonged to the late Ted Lang, Hector, Minn. Ted made the whole tractor and did a fine job. The other smaller tractor is a Case model.



Iver Hanson's 1929 Case tractor. Iver restored and painted this tractor two years ago. It runs well. It was used on a farm near Underwood, Minn., owned by the late Ed Wagstrom.



Sunday morning church service on the grounds. The Threshermen's Club purchased church pews to accommodate the people. Hundreds attend services Sunday mornings at the show.



Contestants who took part in the Queen of Steam contest. The Talent Show has become one of the good attractions, and the queen coronation is the climax of the evening.



Men even help prepare food for the hundreds that come for breakfast, dinner or supper.

Steam Cars, Trucks, Tractors

It is a little known fact that the first automobiles built were powered by steam. The story of the automobile finds its first beginning in France, between the years 1760 and 1770 when Nichols J. Cugnot built three machines, all powered by steam. The last one was intended for use as a tractor for a field gun.

The first American auto was constructed by Oliver Evans in 1787, and it too was powered by steam.

In England, in 1823, the first bus was built and it was powered by steam. However, Parliament passed a law called the Red Flag Law. It made it compulsory for any vehicle carrying passengers to have a man carrying a red flag walk in front of the vehicle. This law was not repealed until 1885. In 1896 Duryea, Ford, Hayes and the Stanley brothers were beginning to find success in their experiments with making automobiles.

The steam cars immediately attracted attention by establishing world records for hill climbing and speed. In addition the steam cars set goals of performance such as smooth and rapid acceleration, simplicity of power control and maximum torque at zero speed.

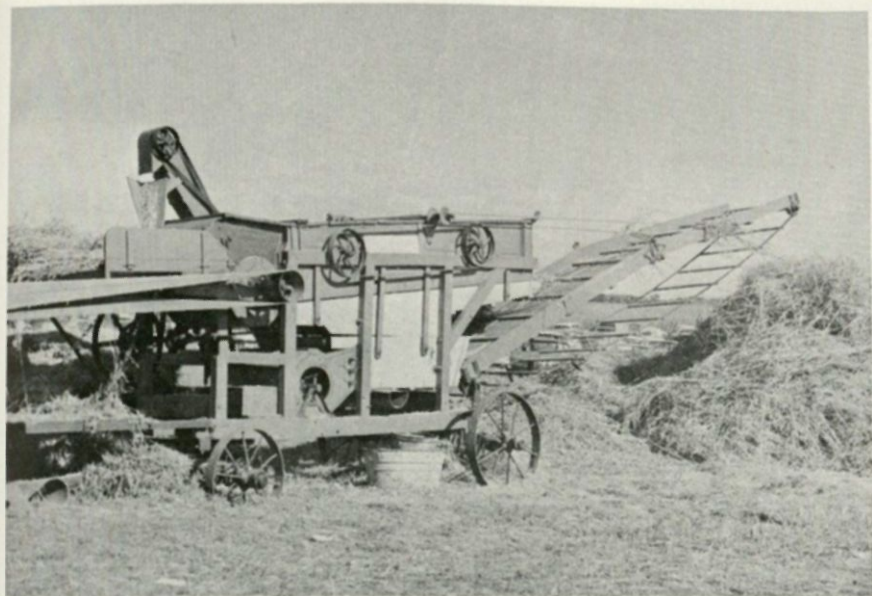
It's hard to believe that there were 125 different makes of steam cars manufactured in the United States: American 1900, American 1922, Artzberger, Aultman, Austin, Auto-LoCo, Baker, Baldwin, Ball, Best, Binney-Burnham, Boss, Brecht, Bristol, Cameron, Cannon, Capitol, Century, Cincinnati, Clark, Clermont, Coats, Conrad, Cotta, Crompton, Crouch, Delling, Detroit, Doble, Dudgeon, Eastman, Eclipse, Elberon, Elite, Empire, Endurance, Essex, Federal, Field, Foster, Gaeth, Gearless, Geneva, Grout, Hartley, Hess, Hoffman, Holland, Holyoke, House, Howard, Hudson, International, Jaxon, Johnson, Keene, Kellogg, Kennsington, Keystone, Kidder, Kraft, Lane, Leach, Locke, Locomobile, Loomis, Lutz, Lyons, Malden, Mason, McKay, Mercury, Meteor, Mills, Milwaukee, Mobile, Morse, New England, Ormond, Overbolt, Overman, Oxford, Pawtucket, Peerless, Porter, Prescott, Puritan, Randolph, Reading, Remel-Vincent, Rogers, Ross, Scott-Newcomb, Simons, Skene, Spencer, Springer, Springfield, Squier, Standard, Stanley, Stanton, Steamobile, Stearns, Sterling, Stewart-Coats, Storck, Strathmore, Stringer, Strouse, Super-Steamer, Tauton, Terwilliger, Thompson, Toledo, Tractomobile, Trask-Detroit, Trinity, Victor, Waltham, Watt, Webb-Jay, Westfield, White and Whitney.

At the beginning of 1908 there were more steam cars on the highways than gas cars. This was the beginning of the period when Ford really started production in volume with the Model T and once he got into volume of gas cars, the interest in steam cars went down. The last White Steamer was built in 1912, the last Stanley in about 1925 and the last Doble about 1927.

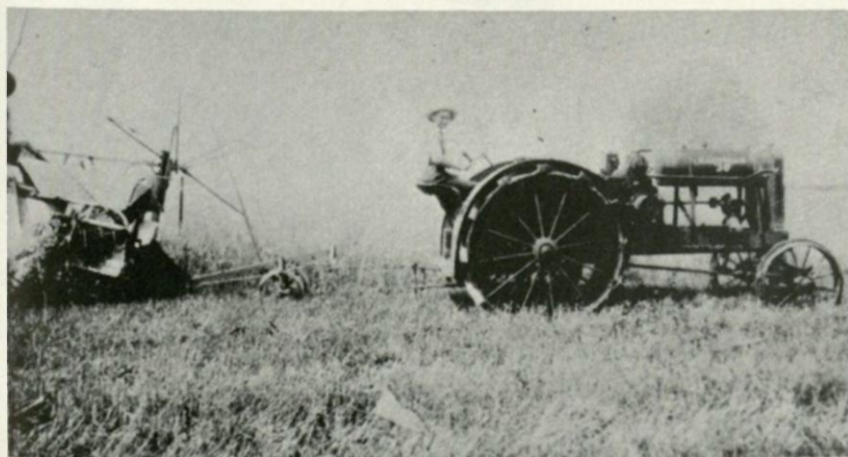
One of the most talked about steam car was the Stanley; it was the first to climb Mt. Washington on August 31, 1899. A world's record was established when Mr. Marriott drove a Stanley Steam racer 127.66 miles per hour at Ormond Beach, Florida in 1906; he became the first human to travel more than two miles a minute.

Part of an ad for a Stanley went as follows: To accomplish the result which you long for—which every automobile engineer is struggling honestly to give you—to deliver a smooth continuous torque to the crankshaft without impulses—without even overlapping impulses—in other words, properly to propel an automobile—only two cylinders, and only thirteen moving parts are needed in the complete engine. As applied in Stanley construction this fundamentally correct engine is geared directly and permanently to the rear axle, without transmission, or gear shift—the engine speed is the car speed. The steam which supplies this engine is stored in the generating plant under the hood, which is nothing more than a kerosene stove boiling water, with no moving parts, no carburator, no ignition system. The volume of steam entering the engine controls the speed of the car, and this is governed by the little finger throttle—the sole controlling device on the whole car. Thus the power from the liquid fuel is transmitted to the rear wheels with no carburator, no ignition system, no clutch, no flywheel, no gear shift, no transmission, and with only thirteen moving parts. The Stanley touring car is \$1975.00 f.o.b. Newton, Mass., wire wheels \$90.00 extra, wheelbase 130 inches, tires 34x4 Siverton, aluminum body, 12 miles to the gallon of kerosene, 200 miles to a tank of water.

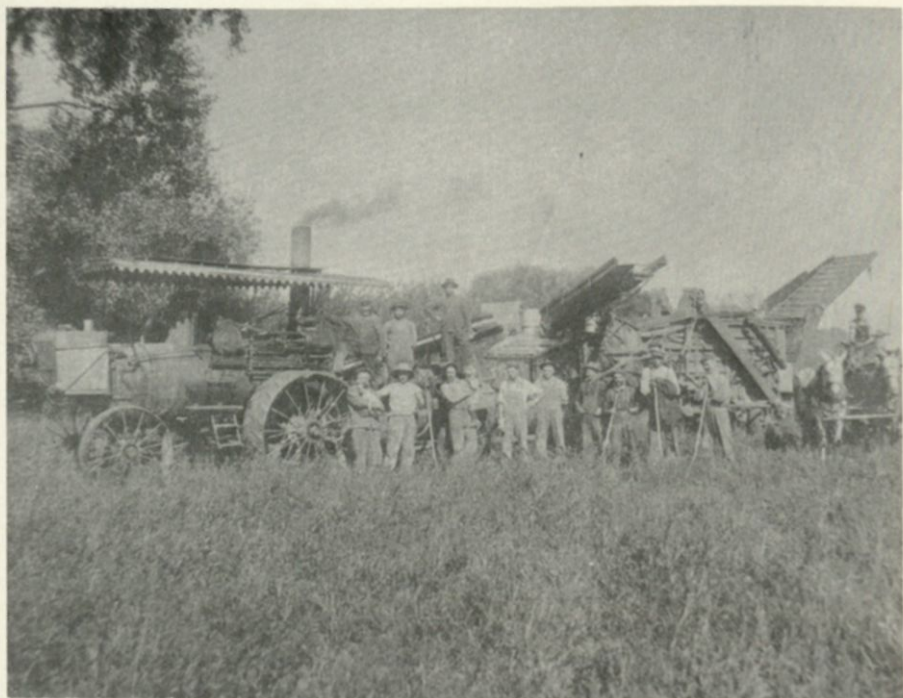
Today, in an era in which pollution has become a real danger, there is a tremendous revival of interest in steam both for cars and buses and several are being produced for experimentation in the field; perhaps in the near future we will again see steam cars on our highways.



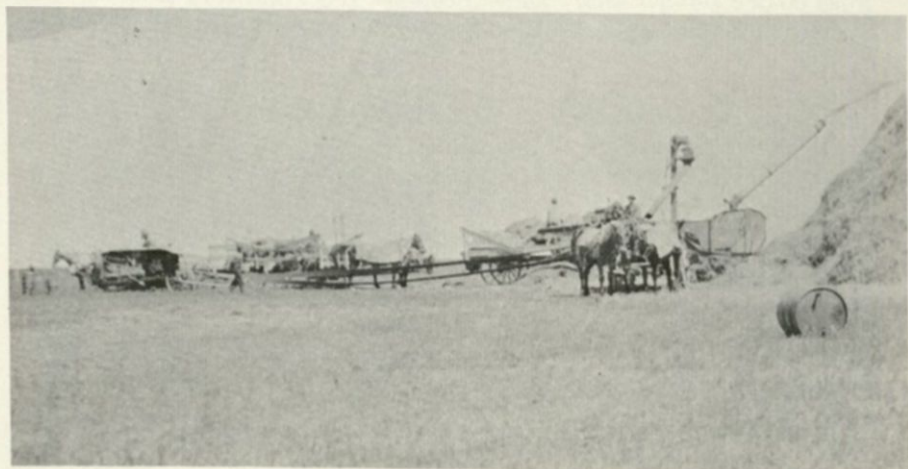
Hand feed and straw carrier grain separator owned by George Melby, Ashby, Minn. This is an old machine, patented 1889, and has an over shot cylinder.



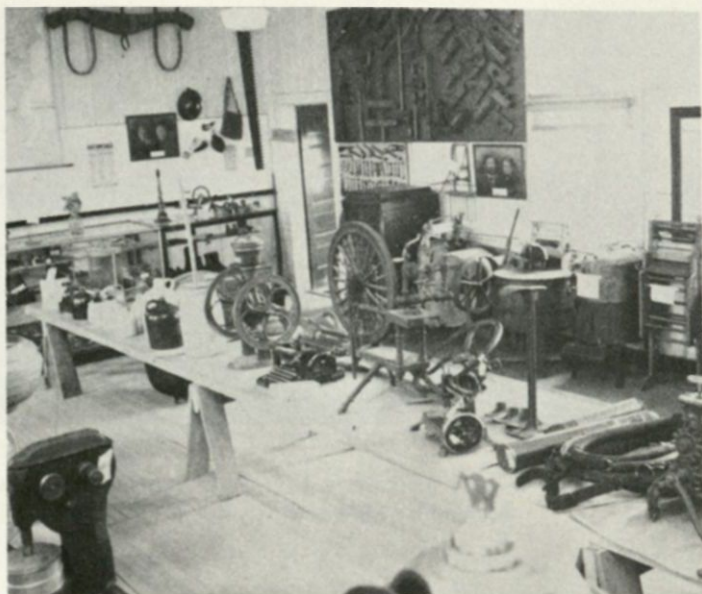
Cutting grain with a Hart Paar 15-30 gas tractor. This picture was taken in Iowa in 1920.



Bill Vogelaar threshing rig: 25 H.P. Minnesota new giant engine and 44x64 Minnesota separator. This picture was taken in 1911 near Sioux Center, Iowa. Thanks to Gary Gesink of Sioux Center for this picture.



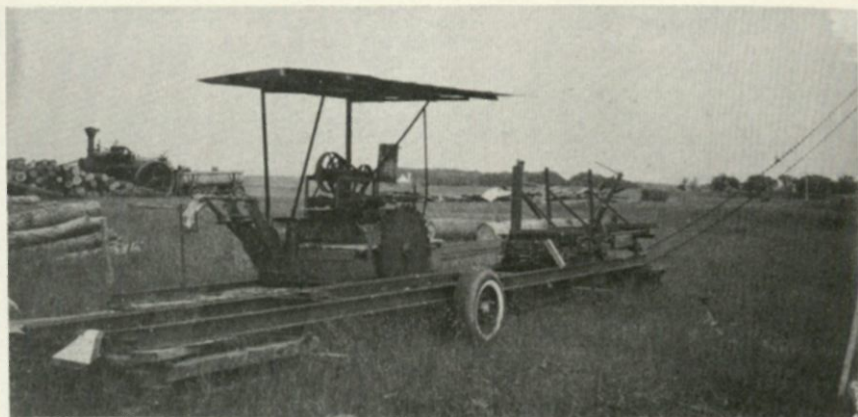
Threshing with a Peerless separator and Gray gas tractor. This picture was taken in 1919 near Breckenridge, Minn.



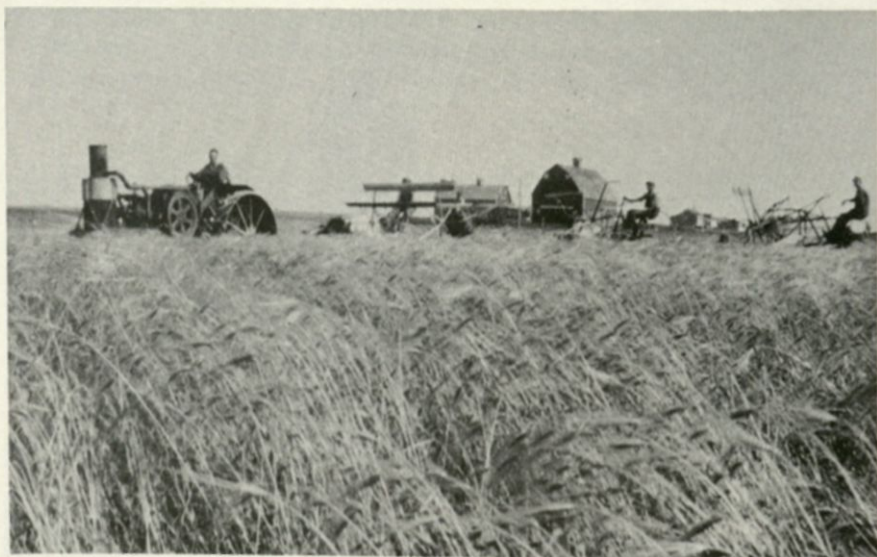
Some of the antiques on display in the old school house, a reminder of days past. More antiques are added each year.



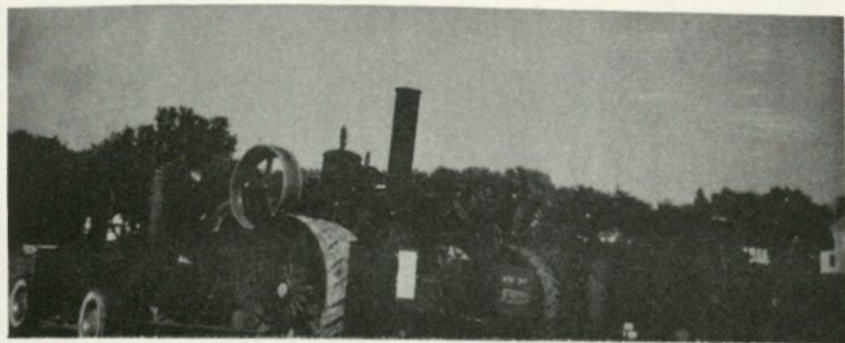
The old school house, Dist. No. 20, was given to the Threshermen's Club by the district in 1968. The antiques are displayed in this building.



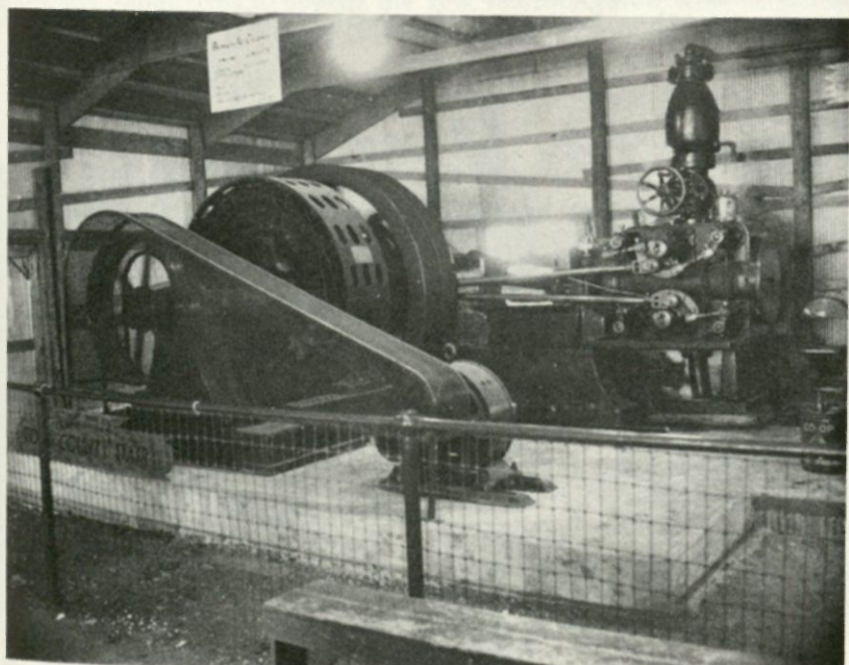
This lathe mill is on display and operating each year at the show. It is owned by Elsworth Grahn.



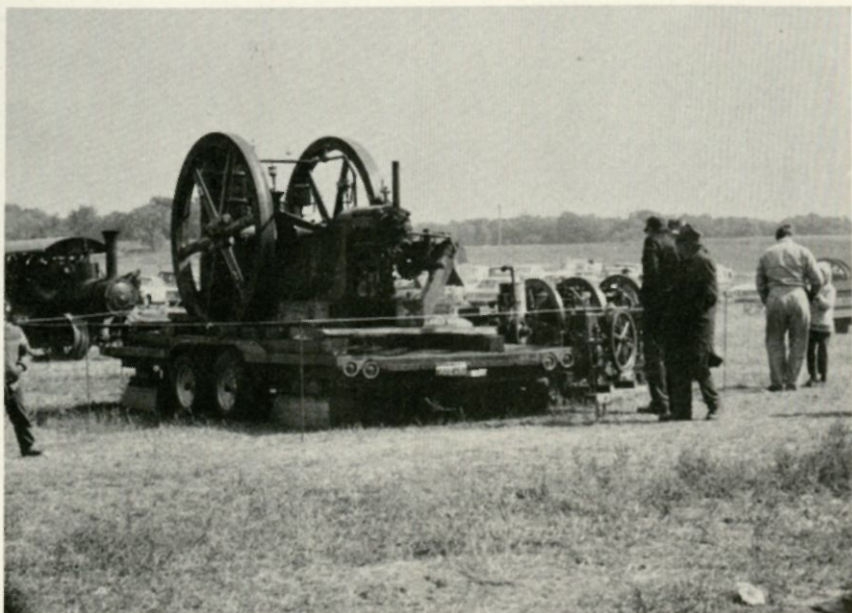
Harvesting barley on the George Johnson farm at Fullerton, No. Dak. This picture was taken in the early 1920's. George Johnson is operating the binder and the three sons, Fred, Willie and Leonard, are helping. The tractor is a 1912 18-36 Avery tractor.



Some steam engines ready for the show. They all run. All the boilers are state tested before the show each year.



Stationary steam engine 250 H.P. from the Browerville Dairy. It was used to generate electricity for their plant. This engine was donated by Land-O'-Lakes to Lake Region Threshermen's Association.



Jim Withers' big gas engine. Note the large flywheels. Jim bought this engine in the East and hauled it home on a trailer.

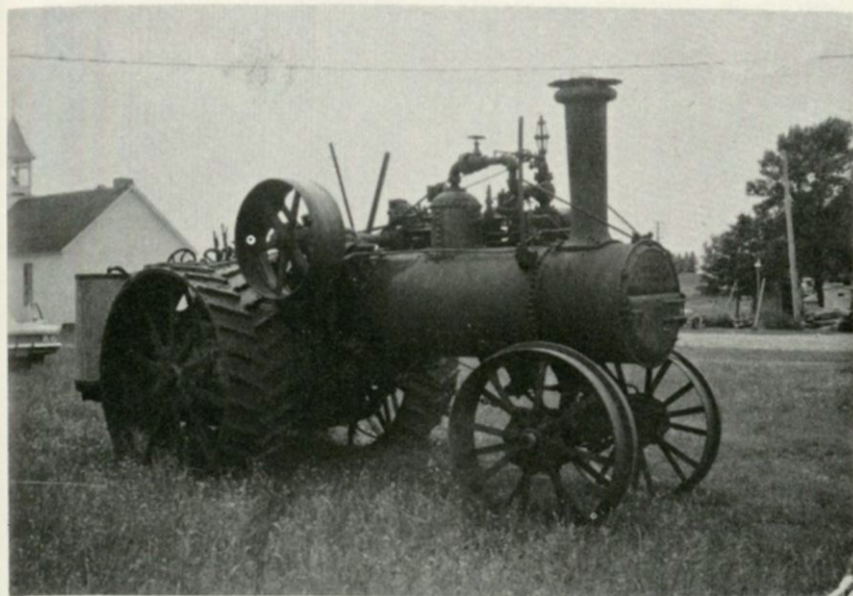
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28 H.P. Minneapolis acquired at an auction of the late Art Olson of Bluegrass, Minn. This is one of the few manufactured with $\frac{1}{2}$ boiler plate. It is being restored for the 1972 show.



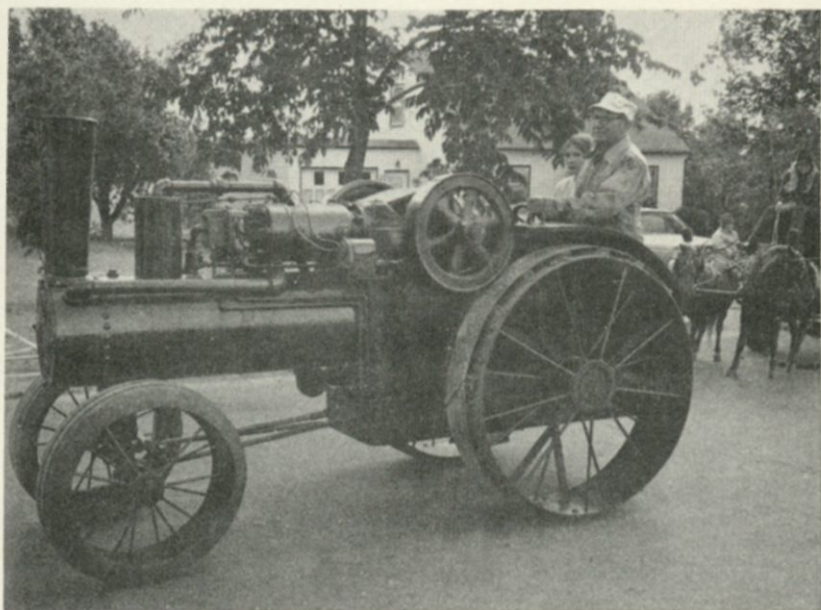
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10-20 Townsend oil tractor. The present owner is Nancy Martinson. It is a unique tractor built to resemble a steam engine. It is the smallest tractor Townsend built.

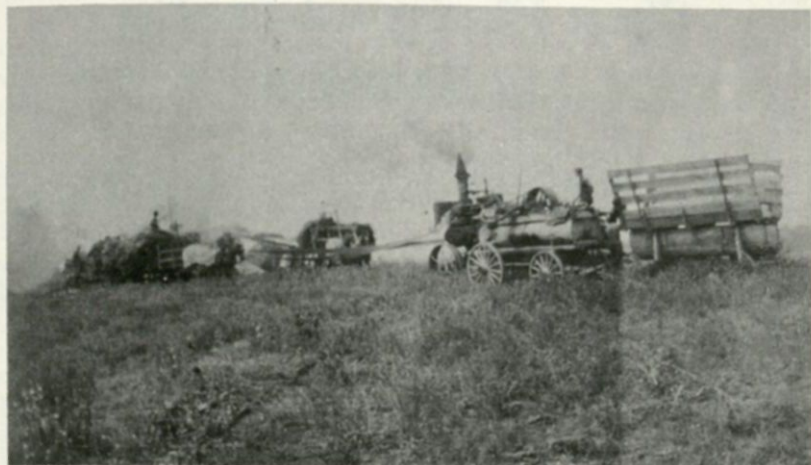
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Picture of threshing scene taken in Lawrence Township, west of Elbow Lake, Minn. The machine is a 25 H.P. Minneapolis owned by W. G. Parson, the engineer, Herb Hultnader, courtesy of Olin Thompson.



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Steam Plowing and Threshing in Yesteryears

In the last half of the 19th century, big changes took place on the prairies of the central part of the U.S.A. Cutting grain by hand and swatting out the kernels by hand and a flail or other methods was fast coming to a close. Grain separators began to appear on the scene; they were hand fed, the straw was pitched away from the separator and stacked up for winter use.

They used horse power to run the machine, using up to 14 horses to pull it or maybe a tread machine was used; a team of horses was used walking up an incline—the floor kept rolling backwards as the horses stepped ahead. Soon, the steam engine came into being; various companies manufactured them. All were hauled around by oxen or a team of horses. A seat toward the front of the engine was bolted onto the boiler for the driver to sit; a tongue was fastened to the front axle, the same as a wagon, that guided the engine to where they were moving.

As time went on, straw carriers were attached to the separators that elevated the straw into a pile away from the separator. This method of threshing continued for many years. Some companies, by now, were building traction engines. Some were chain drive, others used a shaft running by gear down from the crankshaft to the countershaft. Still, they used horses in front of the engine to guide them on the road when moving. It is claimed they did not trust a man steering these engines with the steering wheels.

In the beginning of the 20th century, there was a large demand for steam engines and separators. It is claimed that nearly 200 thresher companies were building threshing machinery at one time. Some manufactured only a few, others made them in the thousands. Case Company alone built over 36,000 steam engines. Other companies built up to some 18,000.

The traction engine was built for threshing and lumber sawing; traction gears were light built, as they were only intended to propell the engine and later the separator from place to place.

Soon the companies were building engines with heavy boilers and extra heavy gear. As the settlers moved West, they began to open up more ground. To begin with, they used oxen, and then horses to break the prairie sod. This was a slow process, so some that threshed with steam soon began to buy engine gang plows, as they called them, and broke the prairies.

The engine builders started to build larger and heavier engines. The demand was great; engine gangs with breaker bottoms up to 16 bottoms were manufactured. Steam engines up to 40 H.P. were available. On special order, engines up to 50 H.P. were made, but plowing was tough and engine trouble was common everywhere. The engines were equipped with extra heavy gears and shafting. Still, plenty troubles developed; open gear running in the dust soon ground out the best of them.

Reeves Company solved part of the trouble enclosing the bull gears and pinions, and ran them in oil, but they, too, had crankshaft trouble. Nearly all double cylinder engines broke their crankshaft.

Gaar Scott built an extra bearing on the outside of the crankshaft pinion. Rumely and Americanable Cross Compound used a crank disk for one cylinder, opposite the flywheel.

The most popular engines in the Midwest were: Case, Advance, Gaar Scott, Minneapolis, Nicols & Shepard, Rumely, North West Geiser, Huber and Buffalo Pitts. A few other makes also were popular, but these were smaller engines sold mostly in the eastern states. These engines named above were larger per horsepower, and when straw was used for fuel, they needed a large fire box. In threshing, straw was used as fuel mostly on the smaller farms, but in Dakota and Montana, lignite coal was used to a great extent. Out West, coal was cheap, but they used a lot of it. By 1916, a greater part of the breaking of prairie was over; gas tractors began to appear in large numbers and the steam engine soon stood by the fence lines.

Some had fair luck with the tractors, others did not. Some owners steamed up the old steamer and threshed with them again, but steam had done its job.

It is claimed that the steam engines broke 80 percent of the virgin soil in the Dakotas and Montana. It used to be a sight to behold—a large steamer and some 12 to 14 breakers behind turning the sod as if it was hand laid.

The threshing lasted longer with steam power, before converting to tractors and combines. Large grain separators were built 60-64, and some up to 44-72 on special order. Threshing was a big order and it was done in a big way. Large rigs would use up to 14 bundle teams plus extra pitchers in the field. Four men would unload the loads and maybe an extra man to clean up around the feeder. It was not uncommon for these rigs to clear off 160 acres of shocks a day. In Minnesota, a large part of the grain was stacked and threshed later in the fall. Some rigs could have up to 30 days stack threshing after they had finished a route or two of shocks. Most of the separators were equipped with wing carriers that saved two men in stack threshing, and made it easier on the other four.

men on the stack. Threshing stacks would begin as early as 6:00 a.m. and continue until dark. If the thresher had a large run ahead, he would push it to the limit to make sure he could finish the run. In the early days, some stacks would stand over winter and were threshed in the spring. The stacks were mostly set in four to a setting; stack size could be from 4 loads to 10 loads, depending where they were stacked. If in a farm yard, the farmers would haul in as many loads as possible to get a good straw stack, or maybe cover a straw shed for his cattle and hogs. Horses would live in the straw pile all winter. Oats straw was good for feed and maybe a few oats kernels were in the straw too. Threshing was pushed and a good rig could thresh from 16-20 stacks a day, depending on the size of the stacks.

It was quite important to hire a good crew that would work. They were paid by the hour nearly always. A good many of these men depended on the pay they received threshing to carry them through the winter months.

Collecting the threshing bills was another item. Almost everyone paid his bill, but some never intended to. As to lumber sawing, a large amount of lumber was sawed from timber cut on surrounding farms. Farmers would cut the logs and haul them to the mill in the winter, as the loading on a sled was much easier than on a wagon. Some of the logs were so large one covered the bunks on the sleigh. The saw mill had top saws to be able to cut through these monsters, but home sawed lumber was very important to these people, as they needed building of every kind. These people could teach us a very good lesson on being conservative and get along on a little less. In the towns they could have a mill and a stationary steam engine for power, but in the timber country, they had some of the largest mills in the world. They would grind up the slab from the logs and would fire the boilers with it. There was no coal pile in sight at these places, no doubt the fire man had to know what he was doing to keep up steam. So it was in yester years: the life was hard but interesting. In those days, if a little boy could sit on the tool box on a steam engine threshing, he could not wish for any other thing to satisfy him.

These were the days neighbors were neighbors and friends were friends, willing to help each other, not expecting pay; it was a privilege.



Steam engines in the parade at the show. Each afternoon a parade is staged.

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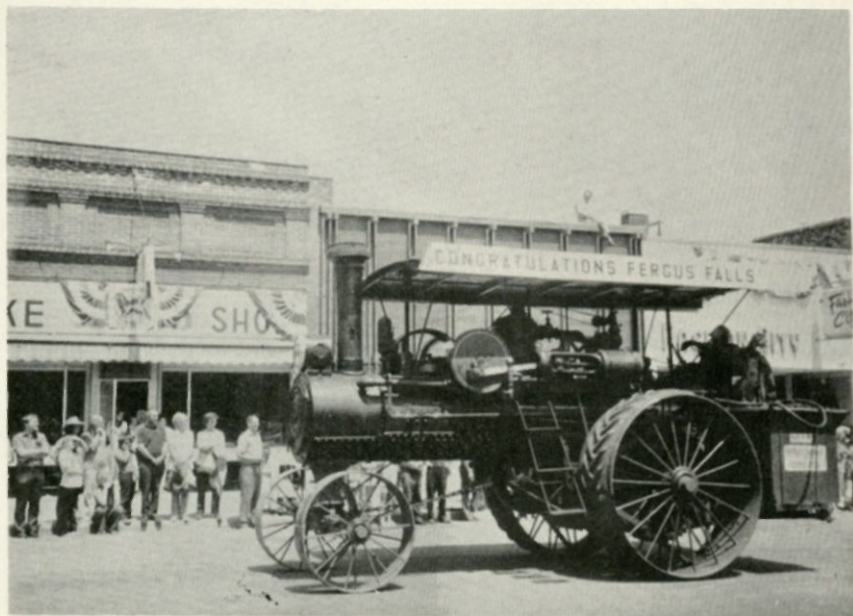
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Shown at Fergus Falls Centennial parade July 1, 1972, is Nichols & Shepard 25 H.P. steam engine. On the engine are George Melby, Iver Hanson and Olin Thompson.



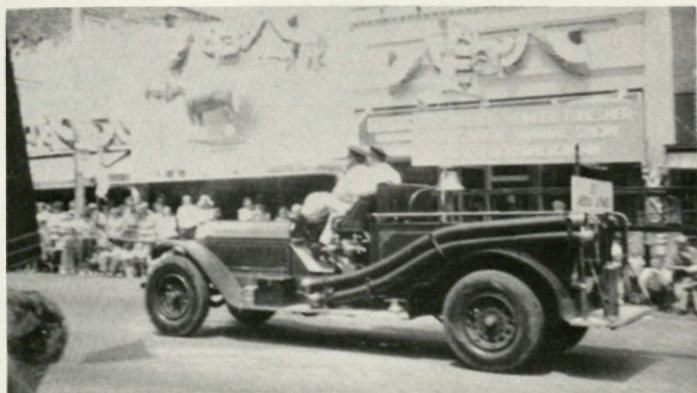
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American LaFrance, the old 1915 fire truck at the Centennial parade, Fergus Falls, Minn., July 1, 1972.



Horse-drawn fire engine, 1882 Silsbey, in the Centennial parade. It is owned by the city of Fergus Falls.

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