

"Our Twentieth Year"

**Lake Region Pioneer
Threshermen's Association**

PRESENTS



THE SAGA OF
"THE PAST IN ACTION"
Dalton, Minnesota
"HOME OF THE GIANTS"

Dedication

To the founders of this Association — Mr. George Melby, Mr. Ralph Melby and Mr. Kenneth Bratvold, whose foresight in 1954 became a reality by threshing a set of grain stacks on George's farm. This has grown to what is now know as the Lake Region Thresherman's Association.

To these men whose dream has brought back the forgotten sounds of the steam days, the shrill sound of the whistle, the humming cylinder of the separator, the singing of the saw mill, the puffing of the engine on the plow.

To these leaders who have given many years of service and sharing their God given talents to bring this wonderful fellowship and Christian love to the community.

To these men we dedicate this book, our Sixth Edition of the 20th year, nineteen hundred and seventy-three.

Officers

David C. Hansen, President
Milton Martinson, Vice President
John Halvorson, Secretary
Ralph Risbrudt, Treasurer

Book Committee

Chairman Ralph Melby
Ralph Risbrudt, Fr. Wey, Mrs. LaVern Simdorn and Mrs. John Ringdahl.



**Ralph Melby
Dalton, Minn.**

Ralph Melby, a charter member of the Ass'n., has served on the board of directors from the beginning. He has six steam engines, a grain separator, ten bottom plow and other items at the show.

The History of the Lake Region Pioneer Threshermen's Ass'n.

In the early part of 1954, my brother George came to the house and had the Iron-mens Album in his hand. He showed me the pictures of various shows and steam engines in it. This was interesting to us as we both had been using steam engines for threshing and lumber sawing. That summer we decided to do a little threshing just for fun, as George was farming and wanted to stack his grain.

Kenneth Bratvold, our nephew, bought a 75 Case, so we had three engines but needed a grain separator. Edwin Sathre of Underwood, Mn. had a complete Minneapolis rig sitting in his yard for several years. We bought the machine with drive belt so we were now ready for business. George stacked some of his grain, six stacks. On an afternoon in the early part of October we staged our first threshing bee. The food was served by the neighboring church Ladies Aid, by evening we finished the stacks and had pulled the rig into the grove on the farm. About 500 people came to view the old time threshing and many helped to pitch bundles. Everybody was glad to have seen this event and hoped that it would be staged again the following year.

The next season we bought a 10 bottom plow from Merle Jones of Little Falls, Mn. It was assumed that most people in this area had not seen a steam engine pulling a plow. We bought a 25 H.P. Advance Rumely steam engine from John Floom of Henning, Mn., another Wood Bros. 25 H.P. engine from Merel Jones. We now had five steam engines, a separator and a plow. A 25 H.P. Gaar Scott was bought at Cass Lake, Mn. another 25 H.P. Nichols and Shepard was purchased.

We built a small building from which to serve lunches to ever increasing yearly crowds. We staged the show for three years on George's farm, but we knew that in time we needed more room and buildings for the engines, gas engines and separator. After the third show we made a deal with the Dalton Community Club. They would sponsor the show receiving part of the net proceeds for their efforts. Just before show time we hauled all the engines, separator and what nots and with the help of the Community Club which had cut and stacked grain we put on one more show north of Dalton on the Sageng farm. More engines were bought the second year and we staged the show on the east side of Dalton on the Sageng farm.

At the end of five years we had accumulated 12 steam engines, a few tractors and gas engines. We thought we had come to the end of our expansion. New members wanted to be a part of the show, they too bought some equipment, we now felt we needed more room than the fields we had been using. We contacted Sanford Skrove to put the show on his 40 acres where the buildings are now located, he agreed and we leased land from him. Need for a building was great and a 42 x 108 pole building was erected, figuring this would take care of our needs for the foreseeable future. Only two years later we built another 36 x 60 building, a few years later more storage room was needed and we purchased a 40 x 100 steel building. We now had three buildings and were running out of room. The Club had grown to having 32 steam engines, many gas tractors, dozens and dozens of gas engines, two rural school houses. These were given to the Ass'n. to preserve the pioneer school for future generations to see and enjoy. One is set up as it was used in the pioneer days, desks and all. The other houses antiques of all kinds. The Great Northern Depot used here at Dalton was moved to the grounds in 1972 and will be set up as a regular Depot. Extensions on two of the original buildings have been built, still we are short of room.

Stationary Steam engines have been donated to the Ass'n by the Fergus Dairy, Fergus Falls, Mn., Browerville Dairy, Browerville, Mn., Cokato Canning Co., Cokato, Mn., plus many more. This year we are building a large pole type structure which will be used as an Agricultural Museum to preserve the past for future generations, which we believe to be worth the price and effort put forth to develop this club.

The club has 40 or more gas tractors, many, many gas engines, a small locomotive, various kinds of farm equipment, power wind mill, saw mill, and much more. We hope to continue to make this show, as in the past, interesting for one and all, men, women and children, all this for a fair admission. All this is done without any of the members of the club receiving a single penny for his or her services. We are more than happy to have the fans come and enjoy themselves.

Ralph Melby



**George Melby
Ashby, Minn.**

George is one of the charter members of Lake Region Pioneer Threshermen's Ass'n. He served on the board of directors for many years. He was replaced on the board a few years ago. This was his wish, but he has been on the planning committee and other committees and still does his best to help the club. He owns 3 steam engines shown at the show.

**Kenneth Bratvold
Ashby, Minn.**

Kenneth Bratvold, a charter member of the club, has served on the board of directors for many years. He operates the saw mill during the show and has three steam engines plus the saw mill and other items at the show.



Welcome

The Lake Region Pioneer Threshermen's Association welcomes you to our 20th Annual Show. We hope everyone will take time to look at all the exhibits. We try to make it more interesting each year. We have added an 86 x 120 building, new toilet facilities, steam roller, two old steam engines, a Westinghouse and a wooden wheel Aultman Taylor steam engines.

Read a story of a farmer that had 12 children during the depression years. These children had to pick cranberries and strawberries and were paid by the quart, in a ten hour day they made 35c but if they had been paid by the day they would have eaten the berries and gone swimming in a nearby creek. If all members and non-members that have donated their time were to have been paid by the hour, no monies would be available for the buidings, etc.

We thank each one for coming to the show.

David C. Hansen, President

We, the stockholders and members of the Lake Region Pioneer Threshermen's Ass'n. wish to thank all those who make our annual reunion a success. Our Ass'n. has grown to the point to where it takes people of many different talents to make it go. No longer is it just the engineer with the steam cylinder oil and coal dust on his clothes that makes the show. We now need and have people capable of handling the many different facets that go to make a successful show. All these we thank.

We wish to thank the local newspapers, and radio and T.V. stations for the coverage we receive. We wish to thank also the Dalton Community Club for being our sponsors again this year. And of course, thanks to the people that have the equipment at the show and to those that have donated equipment to the Ass'n.

This, our 20th Anniversary book, is a Memorial and a Tribute to those who started this episode of history in our area. A Memorial to those who have left us and a Tribute to those still pushing ahead with the dream that started 20 years ago on George Melby's farm in St. Olaf Twp.

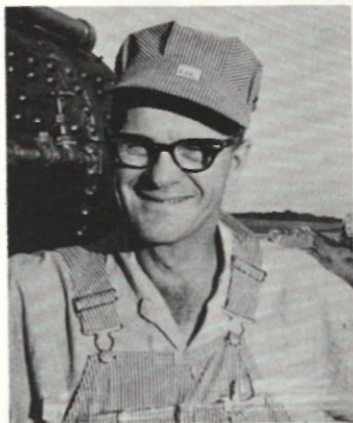
To all these people we give our grateful thanks and appreciation.

John Halvorson, Secretary

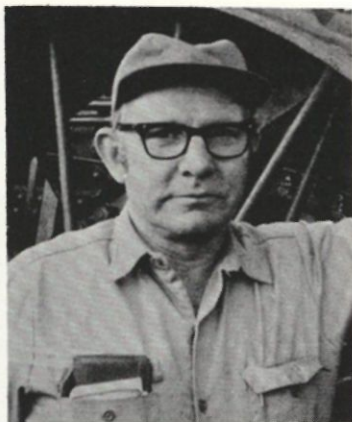
LAKE REGION PIONEER THRESHERMEN'S ASS'N STOCKHOLDERS

Kenneth Bratvold	Nels Fossan
George Melby	Ralph Melby
Gilbert Kirkeby	Chester Bothun
Henry Johnson	Peter Bitzen
Dale Akerman	Glenn Risbrudt
Ralph Risbrudt	Herb Risbrudt
Trumen Risbrudt	Wayne Risbrudt
Chester Risbrudt	Glen Melby
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Ozzie Stepan	Jim Mathieson
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Henry Skinrud	Jim Withers
Roger Holo	Bob Lange
August Anderson	Henry Lebakken
Michael Nohre	Orville Nohre
Steve Anderson	Charles Loken
Alvin Olson	Melvin Salvevold
Olaf Gilbertson	Elsworth Grahn
Dick Fihn	Julian Kragerud
Harold Hanson	Art Nelson
Rueben Jensen	Martin Ness
Olin Thompson, deceased	Ray K. Erickson
Dick Trow	Dick Tamke
Earl Nelson	William J. Wey
Barry Nelson	Les Cooper
Arvid Mugaas	Rod McKeag
John Carmen	Mike Melby
Loreli Jo Finn	Clarence Martinson
Larry Martinson	Stanley Mikulecky
Thomas Hjelle	Mrs. M. Martinson
Donald Martinson	Roger Martinson
Nancy Martinson	Susan Martinson
Mrs. Jonette Martinson	Terry Endriss

BOARD OF DIRECTORS



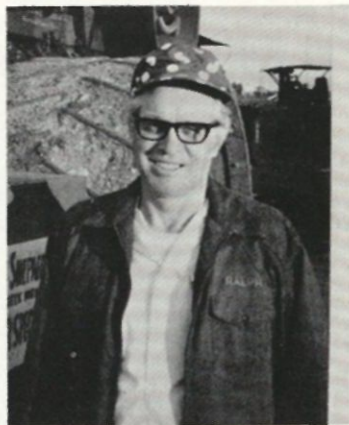
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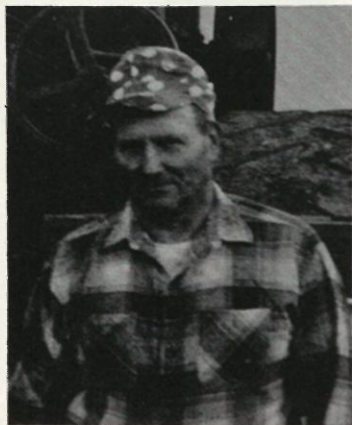
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**Glenn Risbrudt
Dalton, Minn.**



**Dale Akerman
Ashby, Minn.**



**Iver Hanson
Ashby, Minn.**



**Ralph Melby
Dalton, Minn.**

BOARD OF DIRECTORS



**Harold Hansen
Graceville, Minn.**

We hope you will enjoy this book on our 20th year of bringing you back to the way that farm work was done at the beginning of the power age.

One of the ways was performed by the gasoline engine, an engine having only one cylinder and 2 large flywheels, and were of a simple design or at least most of them were.

Of the more than 1400 different names that were offered for sale, you will see a very few left in existence at this or any show.

They were used on farms, mills, shops and lumber camps at one time or another, all over the world. There are still a few in use today and are as faithful as the day they were bought. At the time of their manufacture, all Companies advertised why their engine was the best offering testimonials from present owners, guarantees for life (life of the owner, not the engine) and giving service that many times would find a factory man spending several days making sure that the engine his company sold was doing what it was declared to do.

Yes, if you stop to think of the many gallons of water pumped, feed ground, wood sawed, grain elevated, just to mention a few of the many tasks performed by the many thousands of engines of long ago, you will agree with me that they were quite a machine at that. Oh yes, I'm sure that Granddad used to get pretty up in the air when that "gol darn infernal thing" refused to start and do his work, but we have the same problems today, so all in all the gasoline engine did play an important role in the growth of agriculture and that is why you will find them here.

Harold Hansen
Graceville, Minn.

In Retrospect

My Dad and Uncle Ted owned a steam rig, a 35 h.p. Advance compound with a Minneapolis machine. The only thing I remember about this rig as I was just a small boy at the time, is the rig coming thru the gate by the barn and can remember only the revolving balls of the governor. In the late twenties and early thirties our neighbor owned a saw mill powered by a Minneapolis engine. It was set up just $\frac{3}{4}$ of a mile north of our home place in St. Olaf township. Of course I went there several times to see it in operation. Later on, George Melby, Nels Fossan and Kenneth Bratvold had a saw mill a couple of miles south, north side of Lake Sewell. I also saw them saw a few times.

The above is about the only recollection I have of steam engines, except I used to hear the morning and evening whistle of steam rigs a little further away. In 1955 I heard the Melby Bros., George and Ralph, were to have a small threshing bee at George's farm, did go out and see the first threshing bee that launched the start of what now is known as the Lake Region Pioneer Threshermen's Ass'n.

I did not personally become involved until they moved into Dalton in 1958. I was active in the Community Club which sponsored the show. The first one was held just north of town on the Sageng farm. We cut and shocked the grain and stacked it. Came the day of the show, we had not foreseen the large crowd that did come to see the past in action. Toilet facilities were not thought of and it was nice to have and use the corn field that was within walking distance. It was watered and even fertilized that day.

Each succeeding year the club grew, more members came in with more antiques, gas engines, gas tractors, more steam engines. In 1958 my brother Glenn and I had a chance to buy an old Minnesota Giant steam engine, 14 h.p., from a road contractor, Mr. Sankey of Middle River. This old engine, built about the year 1883 had been used for lumber sawing in that vicinity, however it had stood in a swamp long enough so that small trees were growing around it. It was pulled out by a cat and trucked down to Dalton where Glenn and I put on a new platform, new water tank, coal bunker, new smoke stack, welded underneath the boiler where it was pretty thin, made new rings for the cylinder, ground down the valve seat and Ralph Melby set the valve and we had the oldest engine running as smooth as a clock, it was just fun to hear it run. Should mention that we installed a steam water pump that made it more attractive to the crowd. Two years ago the State Inspector came out with a stringent law regarding the testing of steam engines, consequently the boiler on the Giant being of large diameter could not pass the test, so it had to be set aside, cold that is. Makes one sad to realize we can not have the pleasure of steaming this old engine and to hear it run again.

The club has had many old threshermen in its organization that have gone on: Ted Berker of Osakis, Mn., Ted Lange of Hector, Mn. who by the way made one of the nicest Case models that we have seen, Hjalmer Grant, Osakis, Mn., Olin Thompson, Elbow Lake, Mn., George Jensen, Dalton, Mn.

As secretary and treasurer for many years, you have many different facets that do not appear on the surface in order for an organization such as this to function. You write letters, answer many ordering supplies, cards, buttons, ribbons, posters, advertize, radio, papers, magazines, bills of all kinds to be paid, insurance, etc., book to be printed every other year and many more jobs that are done each year.

Credit should be given to the two that have spent the most hours in the Association and two of the founders, namely George and Ralph Melby. They came with the idea and have carried it through regardless of the obstacles, whether to set a valve on an engine or any other troubles the others had with their steam engine, they had the answers. The organization would not be what it is today had it not been for the Melby Brothers.

We have hopes that in the next few years we will see a museum open during the summer, a track will be built for the small steam locomotive and that the Ass'n can have an attraction that will be appealing to the public, this is our goal, we have had a challenge to preserve the past in action. I hope the future generations will appreciate the foresight of this group and will thank us for it.

Ralph Risbrudt, Director

A few years ago, when I was about 16 years old I saw my first steam engine in action here at Dalton. My dad, a neighbor and myself came down from our farm by Ottertail to a field on the north side of Dalton to watch these monsters in action. I walked around that afternoon with my mouth open, partially because I had never seen anything as big moving around and partially because someone was selling the best tasting watermelon.

The next time I attended the show was in 1961. This time it was with the girl I was thinking of getting married to. She took me up and introduced me to her father, one of the fellows that actually operated one of those steam engines. That's how I met Ralph Melby, now my father-in-law, and got really involved in the Ass'n.

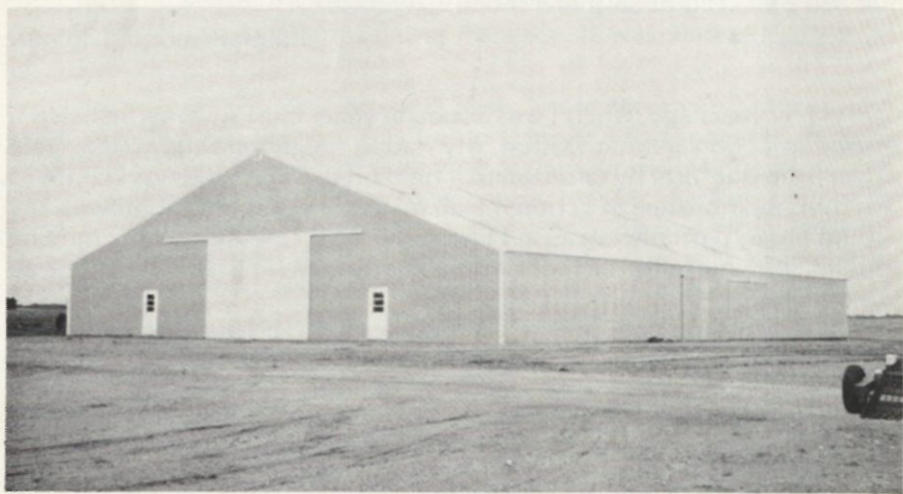
Now, 12 years later, as a Board member and Secretary of the Ass'n. I realize that our show and others like it are not just passing fads. There is a real interest nation-wide or should I say continent-wide in preserving the era of pioneer farming. I am proud to say that I think we here at the Lake Region Pioneer Threshermen's Ass'n. are forerunners in this field.

John Halvorson

I have been on the board of directors for several years and have been interested in threshing all my life as my father, Carl Hanson, was a thresherman for many years. He threshed north of Ashby before the turn of the century. He had a 75 Case engine and Hummingbird - Wood Bros. separator. So I got first hand information about threshing from him. I remember dad went to an aution and bought gas engines and I had the job of boxing them up so they would run as we ground feed and pumped water with gas engines in those days.

Since those days I have had a keen interest in steam and gas tractors and gas engines and like to work with this machinery of the Lake Region Pioneer Threshermen's show.

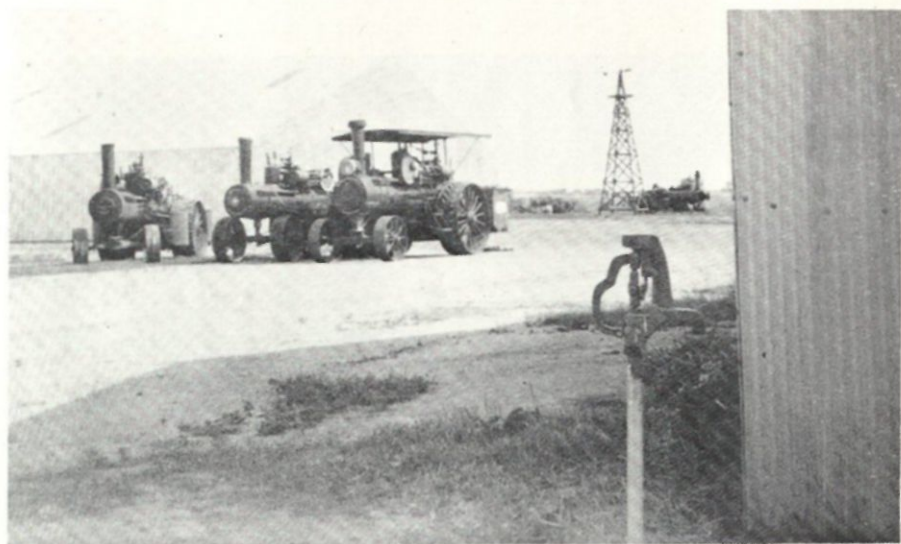
Comments of Iver Hanson
Ashby, Minn.



Picture of our new museum, 86 x 120 ft., to be set up for an agriculture museum. This should make the show more interesting than ever. Antique cars, old farm equipment and household goods will be displayed for the spectators' enjoyment.



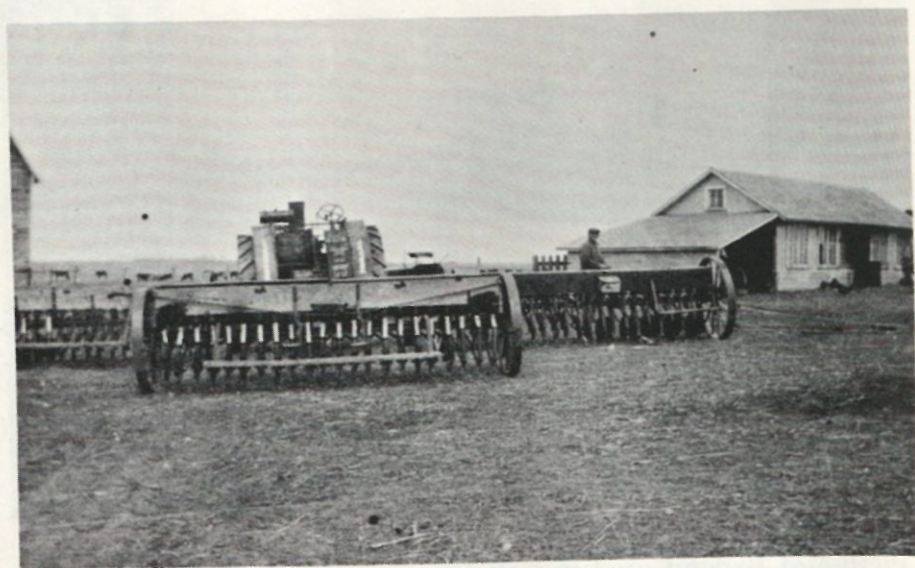
2 inch Water Main installed at the show grounds. Wedum Supply Co., Alexandria, Minn. and Arlo O'Conner, Minneapolis, Minn. donated these Water Pipes free of charge. We thank these people for these generous gifts.



Picture of Hydrant used in water supply at the Lake Region Pioneer Threshermen's Ass'n. show. Hydrants were donated by Woodford Mfg. Co., Des Moines, Iowa. We wish to thank this company for this generous gift.



Cutting grain tractor pulling 3 binders somewhere in Dakota.



Tractor pulling 3 grain drills somewhere in Dakota.



Man cultivating his garden using a goat to pull the cultivator. Don't think you could get his goat as long as he had some work to do. This picture was taken some years ago in Missouri.



One Hart Parr and one large Oil Pull tractor at the show 1971.

Records Taken From Various Files and Records

MOTOR CYCLE

First motor cycle built in 1885 by Daemler of Germany.

Indian motor cycle was designed by Oscar Hedstrom in 1901. In 1902 the Hender Mfg. Co. of Springfield, Mass. produced the Indian motor cycle.

Henderson four cylinder was built 1910. Many of these engines found their way into flying machines — Glenn Curtiss was the builder. In 1910 there were about 20,000 motor cycles built. Excelsior were built in these years. The Minneapolis motor cycle built some time before 1910 was built by F. W. Spacke Machine Shop, Indianapolis, Ind. Harley Davidson was one of the large builders of motor cycles, in 1913 they build one five horsepower costing \$235.00.

The Cleveland Motor cycle was built in 1915 — sold for \$150.00 — had one cylinder 2 cycle 2½ H.P. engine with 2 speed multidisc clutch.

THE BICYCLE

The first bicycle was invented in 1816 by Baton Von Drais in Germany having a frame copied liken to a horse it was called the hobby horse.

The pedestrian curricule was introduced in England by Dennis Johnson in 1818, a similar velocipede was patented June 26, 1819 in U.S.A.

The velocipede 1862 was patented by Pierre Lallement of Paris but was introduced into U.S.A. in 1866.

The rubber tired high wheeled bicycle was introduced in 1878. The front wheel was 15 ft. around — over 3,000,000 of these bicycles were sold in the 1890's and on.

The America High Wheeler was built by Grunley and Jeffries who made tires. This vehicle sold for about \$150.00.

The side by side tandem bicycle was built by Burnett Co., Buffalo, New York 1896 — sold for around \$200.00.

THE AUTOMOBILE

The first gasoline buggy was invented by Charlie and Frank Duryea, Springfield, Mass. Was built from a buggy taken from a stock of used buggies owned by Smith Buggy Shop. Year 1892.

The Milwaukee Steam Carriage was built in 1897, one of the very first. It developed about 4 H.P.

The mobile steamer was built in 1899, the Stanley Brothers built their first practical car in 1898.

In 1906 at Aromond Beach, Florida, Fred Mariott drove a 1600 pound Stanley steam car carrying 1300 lb. pressure and obtained a speed of 197 miles per hour — this record stood 'til 1927.

Stanley was the most successful steam car. The last of the Stanley Brothers died in 1940.

Ransom Eli Olds, father of the automobile, made small steam engines for light work in factories, these engines used gasoline for fuel. From 1886 on R. E. Olds built about 3,000 engines. In 1886 Olds built his first horseless carriage. In 1890 they built another steam carriage that could do ten miles per hour.

CARS

In 1899 Henry Ford, a chief engineer for Edison Elec. Co., Detroit, Michigan, had built several cars he claimed were successfully operated.

Ford was financed by several prominent men in Detroit, they planned to build the Ford vehicle. Chief promoter of the idea was Frank Alderman. Ford quit his job at Edison and became chief for the Detroit Automobile Co. In 1900, \$8600 had been spent and the first Detroit made car was ready but Ford was not satisfied with the car and he was paid \$1800 for an improved mixer and the Ford name did not appear on the car. The name was changed from Detroit Automobile Company to Cadillac Car Company. Mr. Leland became president. The first Cadillac was designed by Ford. In 1917, Mr. Leland resigned from Cadillac Car Co. to form Lincoln Motor Car Co. In 1922, Ford took over Lincoln Motor Car Company. Leland left Ford a short time after Ford took over Lincoln but Leland used the name of Lincoln because he cast his first vote for President Lincoln.

By 1902, Ford had failed two times in manufacturing automobiles. Ford had in mind to build a low price car that the common man could afford. In June 1903 Ford organized a new company called Ford Motor Company and built the Model A car. Ford was the Vice President and chief engineer. Ford was now 40 years old. Ford built the Model N 4 cylinder car in 1906, he also built the Model K car 6 cylinder selling for \$3000.00. The Model K had a top speed of 60 MPH.

The Model N was a success and Ford built 2500 of them in 1906.

Henry Ford died in 1947. The Model T's were built 'til 1928. Ford's biggest sales year was in 1923 when he sold 2,055,309 cars.

Alvaro S. Krotz was one of 14 men most responsible for the automotive age. He had over 100 patents among them designed the first storage battery for Willard Storage Battery Co. Patented first non-skid tires; designed and built Sears Motor Buggy in 1906. Was built 'til 1912 and was sold to Lincoln Motor Co.

A. P. Brush built Brush automobile 1907, it had a 6 H.P. engine and sold for around \$500. In 1912 the Brush car was discontinued. Mr. Brush helped design the one cylinder Cadillac Car.

William Durant founded the General Motor Company. He was an ex-carriage, ex-bicycle and ex-wagon maker. He backed David Buick in 1905. Durant capitalized Buick for \$10 million. Three years later he made a deal with Ford for \$8,000,000 but at the last minute Durant's bankers backed away from a \$2,000,000 down payment. Durant settled instead in 1908 for a combine that included Buick, Oldsmobile, Cadillac, Northway and Oakland. He picked up Oldsmobile for a fraction of \$4,000,000 that R. E. Olds turned down three years before. Before Olds pulled away from Oldsmobile to head Reo Corp. he named his combine the General Motor Corp. In 1910 General Motors Corp. sold 34 million dollars worth of automobiles. Durant's expansions and mergers ran him short of cash. The bankers moved in on him. Durant lost control of G.M. He then founded the Chevrolet in 1911, a plan to gain control of General Motors, he capitalized on the name of the famous race driver Louis Chevrolet. A little over a year Chevrolet was valued at \$94 million. Chevrolet built two sizes of cars, the baby grand, a small car similar to the Ford Model T. Again in 1918 Durant gained control of General Motors and added Chevrolet to the corporation. He hired Walter Chrysler to run Buick. He then took over Delco, Hyatt Fisher body and Frigidaire. In the 1920's Durant went overboard, the company lost \$42,000,000. Duponts kicked him out of the company. Four months later Durant incorporated Durant Company for \$5,000,000 and built the Durant automobile. The car did not go over well and Durant went out of the automobile business and lost all he had. He spent his last years in a Flint hotel room and in 1947 died at the age of 85 years. Durant never drew a cent in salary expenses from General Motors Corp.

Curious Chas. Kettering set up the Dayton engineering laboratories called Delco and invented the first self start for automobiles and built the "K.W." battery ignition, electric farm lighting, quick-drying paint, chrome metal, ethyl gasoline, two-cycle diesel engines for locomotives and over 100 others. Kettering died in 1958, age 82.

Studebaker Bros. of South Bend, Ind. was the world's largest wagon manufacturer. They acquired one third interest in the Evertt-Metzer-Flanders Corp. and built the E.M.F. automobile. In 1913 the E.M.F. car was discontinued. Studebaker built an electric car in 1897 and the first gasoline operated car in 1904. In 1912 they discontinued the electric car. In 1910 a small car called Flanders was built. In 1914 the Flanders models were dropped. Two Model Studebaker cars were on the market.

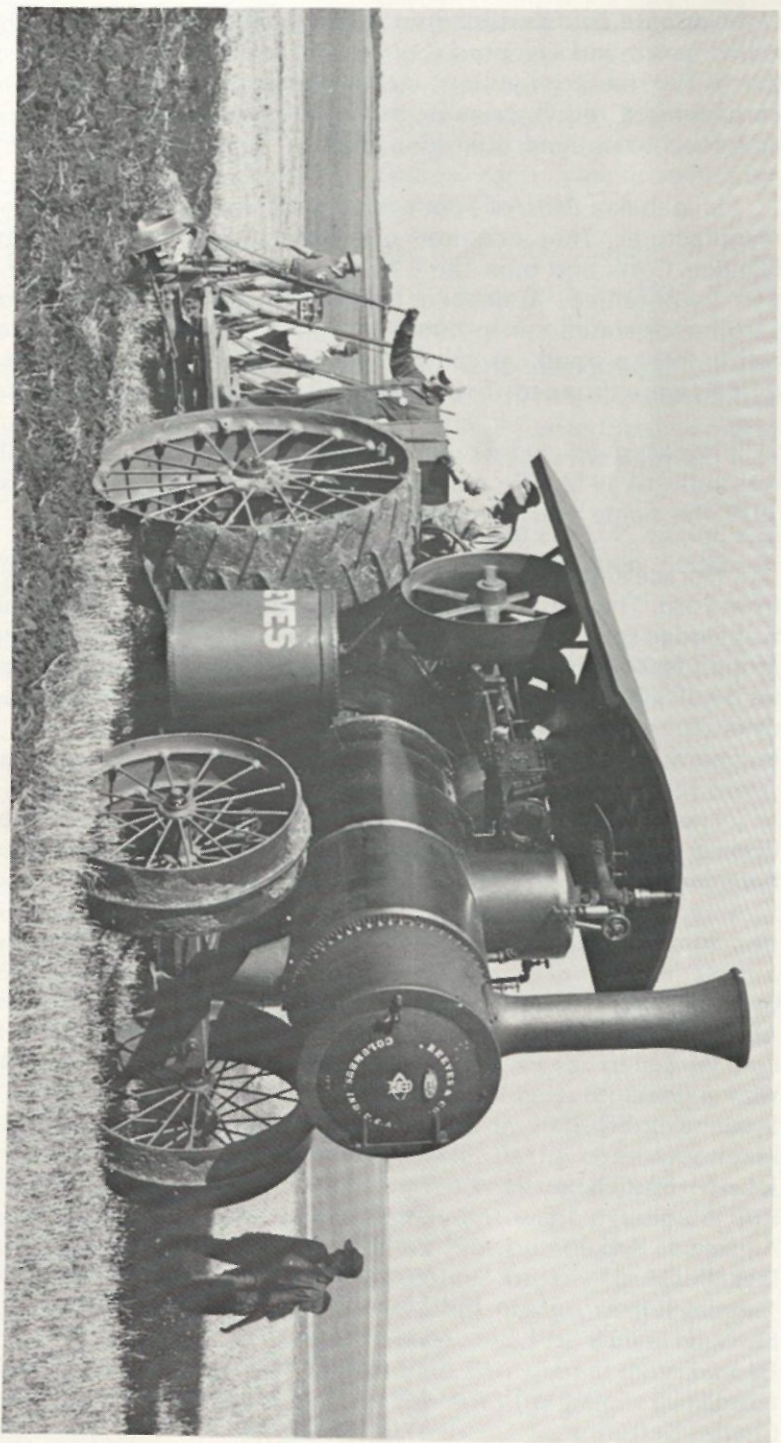
The Maxwell car was on the market in 1904. It had a steel body and was built 'til 1912. The name was changed to Chrysler "58" in 1926. In 1929 the name was changed to Plymouth.

Horace and John Dodge got their boost by accepting contract work from Ford. They built Ford engines for several years. They placed their first Dodge Bros. car on the market in 1914. The 1916 Dodge car sold for around \$800.00. In 1917 they introduced their first enclosed car selling for \$1,185.00. John Dodge died in 1920. Less than a year later Horace died. The company was sold to Dillon Read the same year, later the company was acquired by Chrysler in 1928.

Franklin Brougham built the Franklin air cooled car. They built their first car in 1902. Franklin was the last full sized air cooled car to go off the market; they discontinued production in 1934.

Some of the men who built the automobile industry:

C. E. Wilson	Eugene Lewis	Charles King
Alexander Winton	Henry Leland	Lewis Kitterudge
Fred W. Leder	Howard Marmon	John Maxwell
Walter C. White	Charles Nash	Charles Duryea
Studebaker Bros.	R. E. Olds	Herbert Franklin
Frank Stearns	Edgar Apperson	
John M. Studebaker	Herbert Alden	
F. O. Stanley	David Buick	
Andrew L. Ricker	Ray Chapin	
I. W. Packard	Walter Chrysler	
Thomas Jeffrey	Louis Clark	
Elwood Haynes	Chas. Clifton	
Henry Ford	Howard Coffin	
Etsel Ford	M. E. Coyle	
Charles Kettering	William Durant	



Plowing with a 32 H.P. cross compound Reeves steam engine and John Deere 10 bottom plow. This was taken at our show, year 1963.



Old gas engines of all makes and horse power, 1½ to 40 H.P., are on the grounds.



Jim Withers and his son getting his gas engines going. Jim has some real good ones too.



Stickney gas engine, very rare, only one of its kind, shown at Knute Thompson show, Cottonwood, Minn.

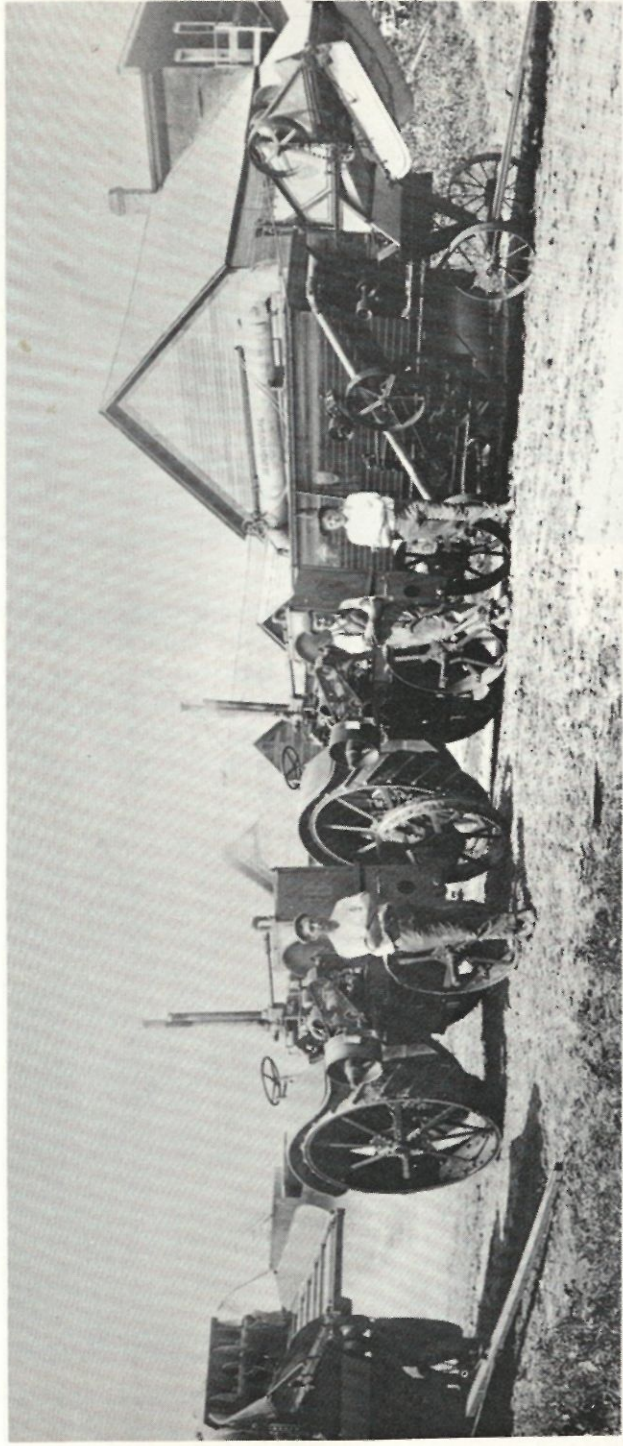


16 H.P. Advance steam engine, new about 1905, was owned by the late Wm. Pennie, Villard, Minn. Was used for threshing, lumber sawing, silo filling and feed grinding. It was replaced in 1925 by a 20-35 Rumely tractor.



Conrad Thompson demonstrating a Titan 10-20 gas tractor, year 1918. These were pretty good tractors in their day. Made by McCormick Deering Co. of Chicago, Ill. The tractor was chain drive to the rear

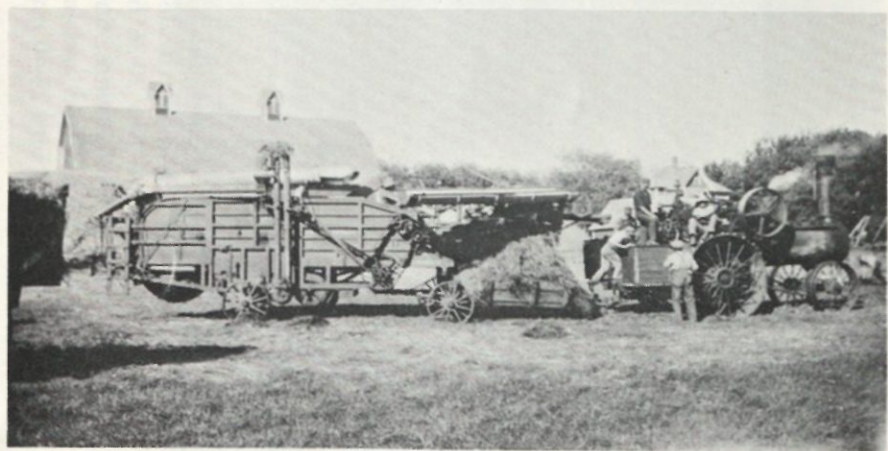
Farmers watching Conrad Thompson plow with the 10-20 Titan tractor, year 1918. Mr. Thompson threshed in the community with a 20-36-4 cylinder Titan tractor.



A scene taken behind the Dalton Hardware Store in 1918, center is Conrad Thompson dealer on the right Jens Strotroen and one unknown. Shown are two 20-36 International tractors and two 24-36 Individual threshing machines. Conrad states he sold the first small machine to



Threshing crew and rig, year 1920. These pictures were taken north of Brandon, Minn. Gaar Scott engine and Minneapolis separator. Julius Nelson, Fergus Falls, Minn. standing on the tool box was the engineer. Joseph Melby, separator tender, leaning against the tool box. Ralph Melby, fireman, under the feeder. We threshed over 50 days that year and ended up in November. We laid up a week in the first part of November on account of snow.



Melby Bros. threshing rig, year 1920. 25 H.P. double Gaar Scott engine, 36 x 56 Minneapolis separator.



Power wind mill, one of the very few to be found today. In the olden days they were used to grind feed and saw wood, in a strong wind they were powerful.



Raising the power wind mill. Iver Hanson used his well machine to raise it and took only a few minutes to complete the job.



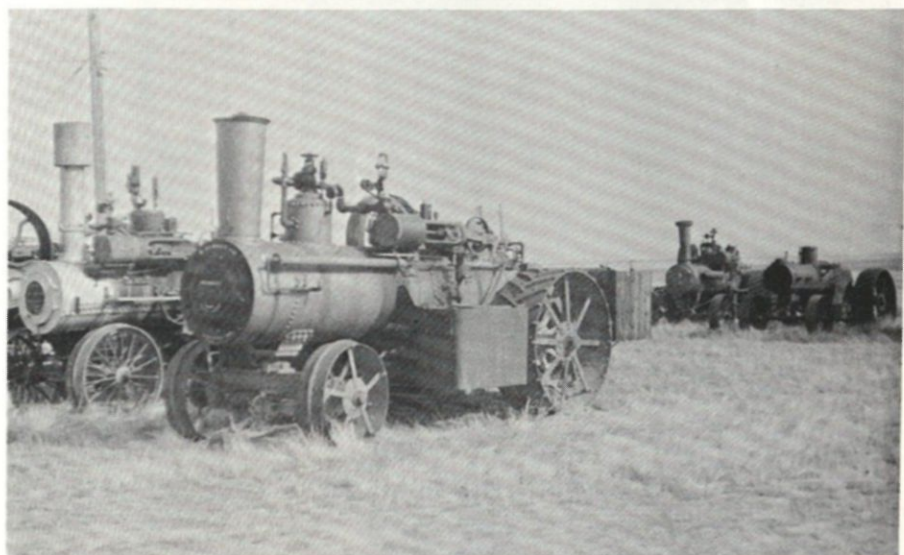
School hours in the old school house at the threshing grounds. Desks, blackboards, library and teacher's desk are the same as when used years east of Dalton about 6 miles.



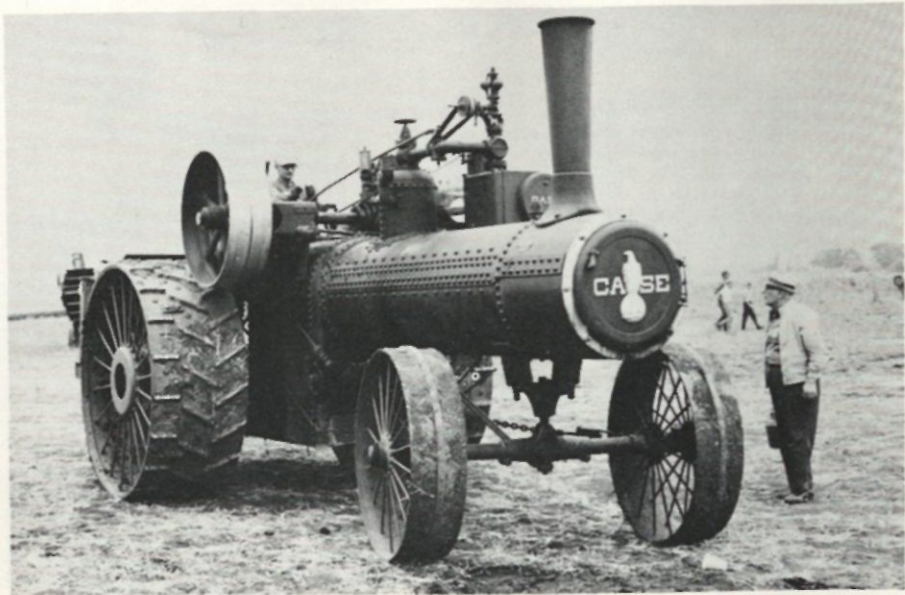
Making the meals for the crowds that are soon coming to get breakfast, dinner or supper, also lunch in between.



Henry Lebakken and his 8 H.P. Case giving the kids a ride during the show.



25 H.P. Rumely single cylinder steam engine owned by W. M. Christenson, Conrad, Mont.



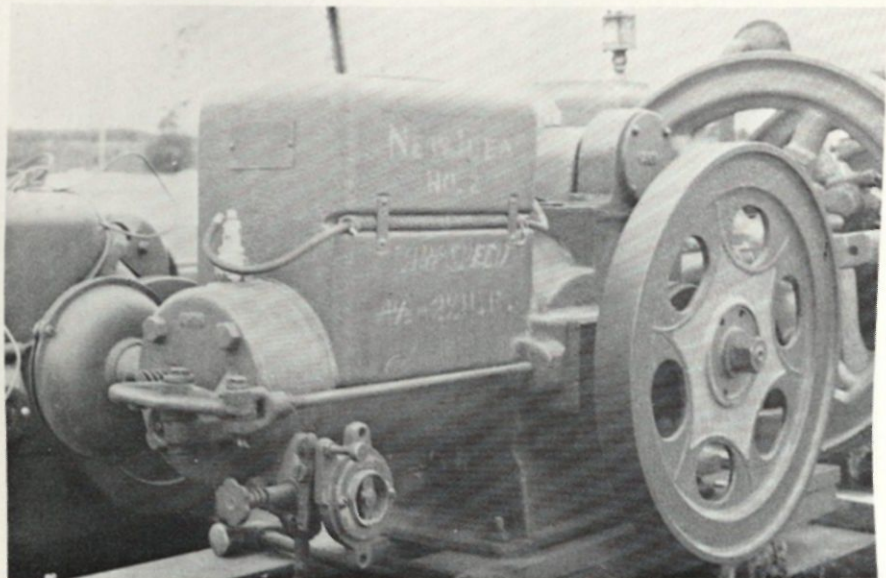
Ray Erickson's 65 Case engine. Ray bought this engine from Clifford Olson a couple years ago. It is a real good engine.



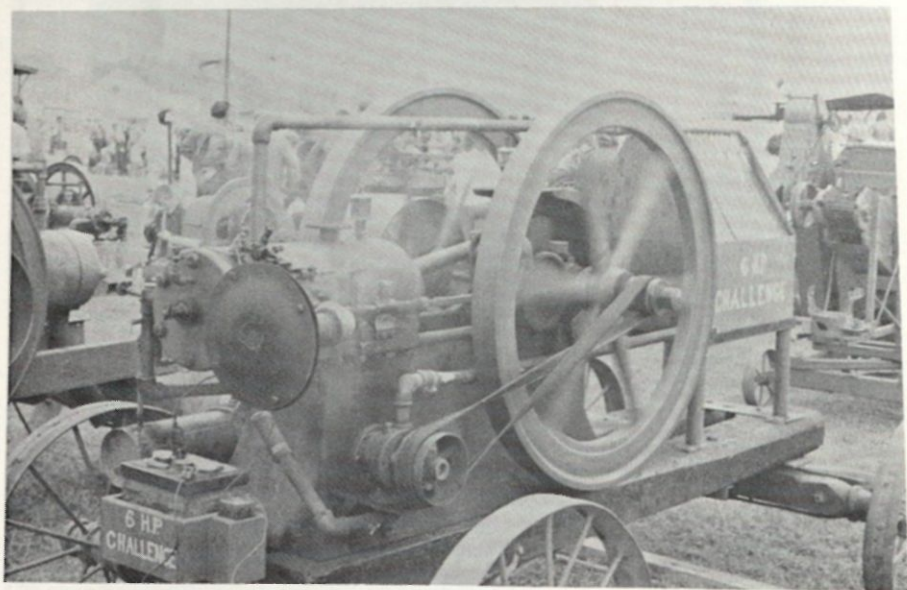
25 H.P. Nichols-Shepard double cylinder steam engine owned by Milton Martinson, Ashby, Minn. Milton bought this engine from Furseth Bros., Holstad, Minn. a few years ago.



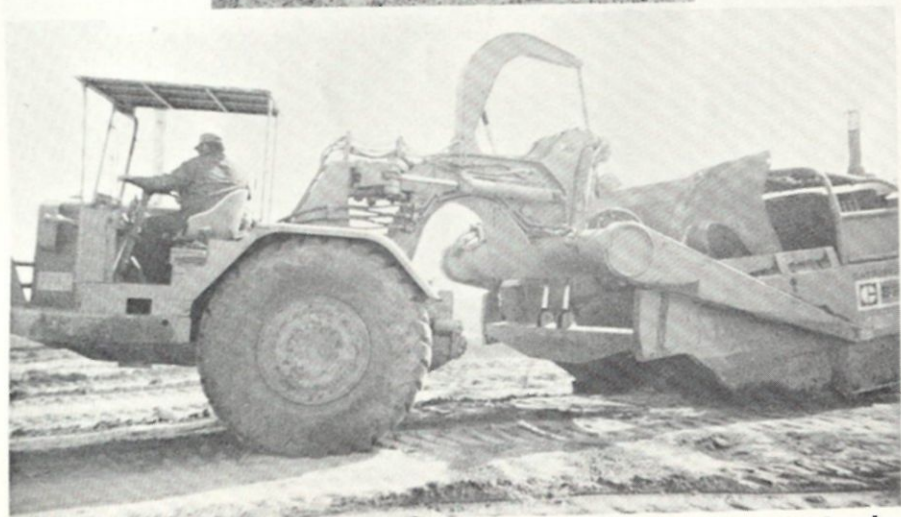
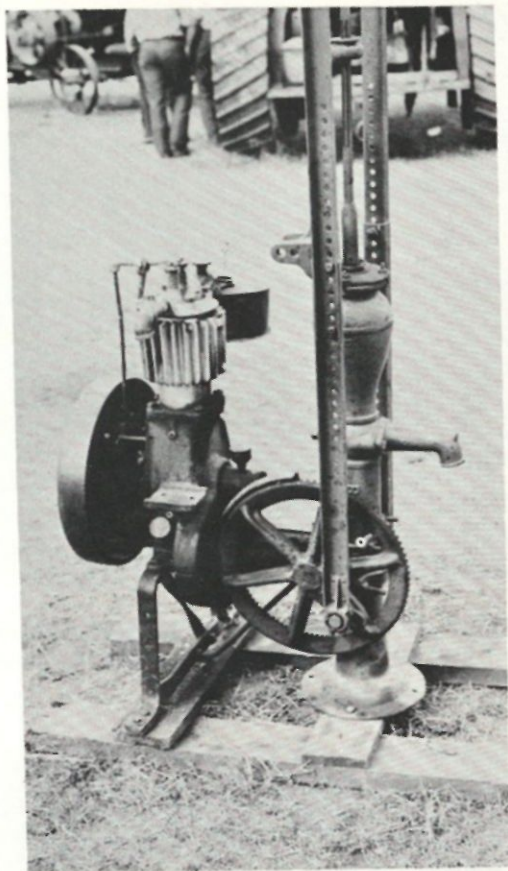
Model T Ford touring car, 1919 model owned by Milton Martinson. Nice car, wouldn't you say?



Mike Nohre of Elbow Lake, Minn. owns this New Way gas engine. Some New Way engines run the opposite way than other gas engines making them different. Mike has a large collection of gas engines and has restored many of them. Good job, Mike.



Risbrudt Bros. 6 H.P. Challenge gas engine. This engine is real old, was rebuilt some years ago and is in first class condition.



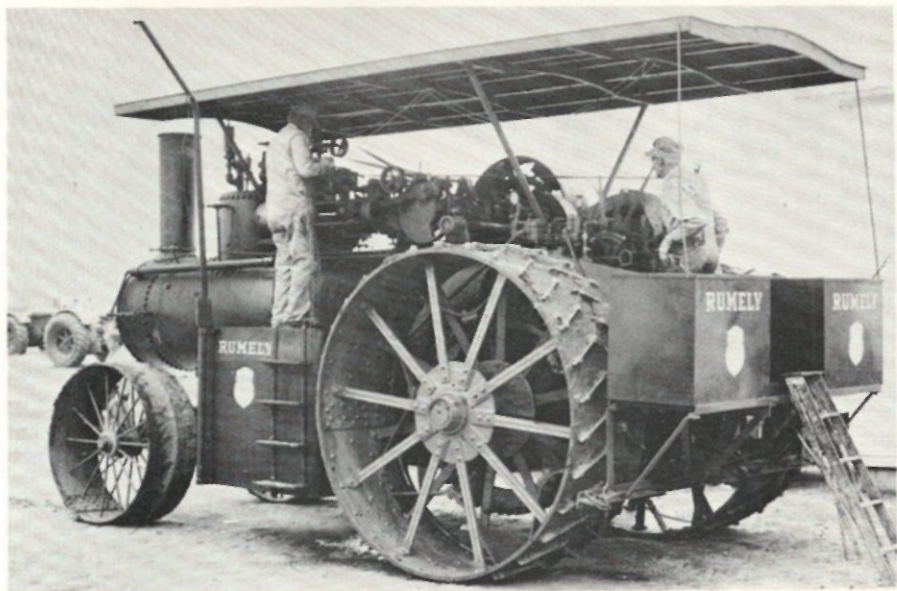
Landscaping project of the Lake Region Threshermen's Ass'n. in the spring of 1973. Evavold and Vikesland, contractors.



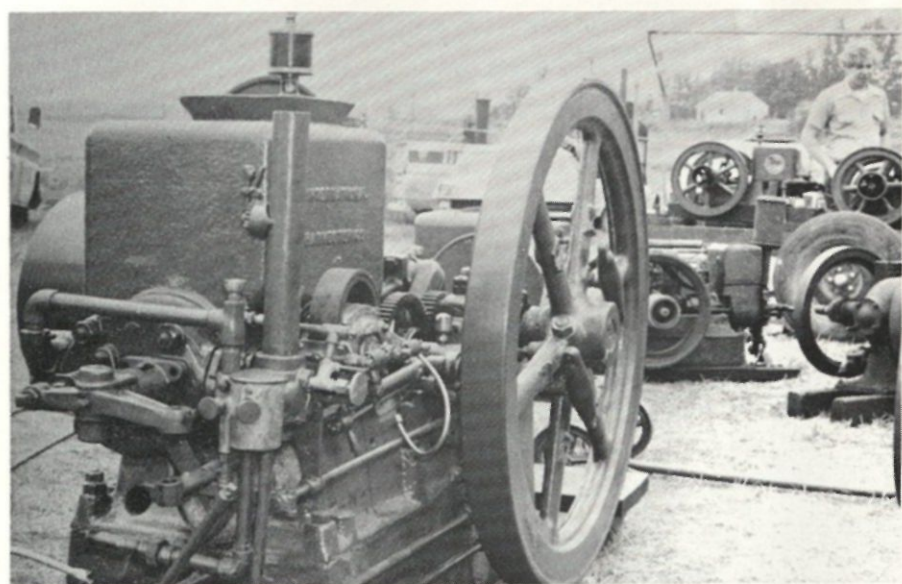
Special dump built on a McCormick Deering tractor. We believe it was used in the coal mines in the Minot, N.D. country. Milton Martinson, owner.



David Schroeder starting his John Deere tractor. It's an old one, see the open spoke flywheel. It was not put on later, either. David restored this tractor and it looks and runs good.



Loyd Hinker, Woonsocket, So. Dak. oiling up the 36 Rumely steamer. This is the largest the Rumely built as far as we know. It is about a 1911 model. Milton Martinson, owner.



4 H.P. International gas engine running at the show. It is a hopper cooled engine. Owner, Mike Nohre, Elbow Lake, Minn.



Model A. Ford car made into a tractor. Many things were tried in those days to get away from using horses.



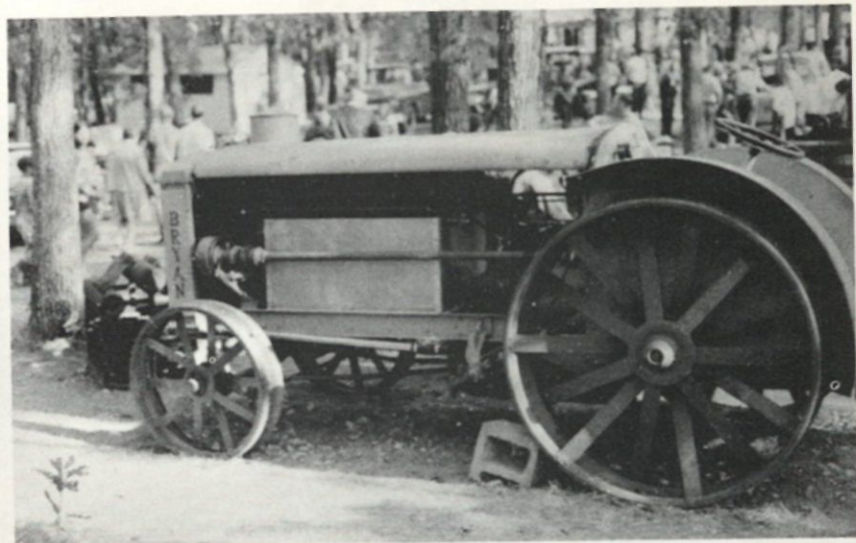
Horse drawn bus used in the early days in the Fergus Falls, Minn. area. Present owner, John Ringsdahl, Fergus Falls, Minn.



These two pictures are of the parade in 1972. Note the power wind mill in the background. The tower of the mill was built by some of the members of the club and was set up a few days before the show.



Hundreds lined the street to view the many steam and gas tractors.



Bryan steam tractor. Only a couple of these tractors are around. Very few were built in the first place.



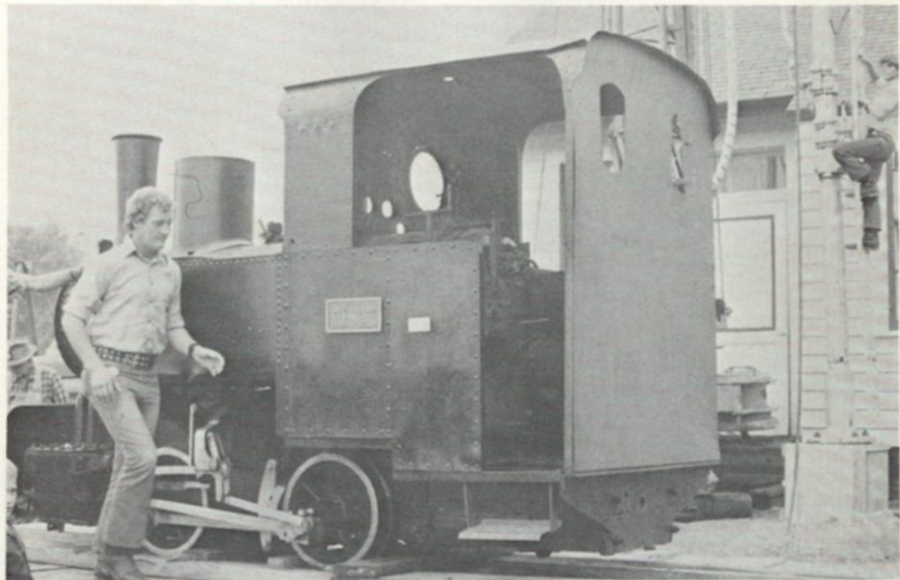
Avery gas tractor pulling three grain drills somewhere in the Dakotas, year could be around 1919.



A dozen or more steam engines in line for the parade. This is less than half of our steam engines at the show.



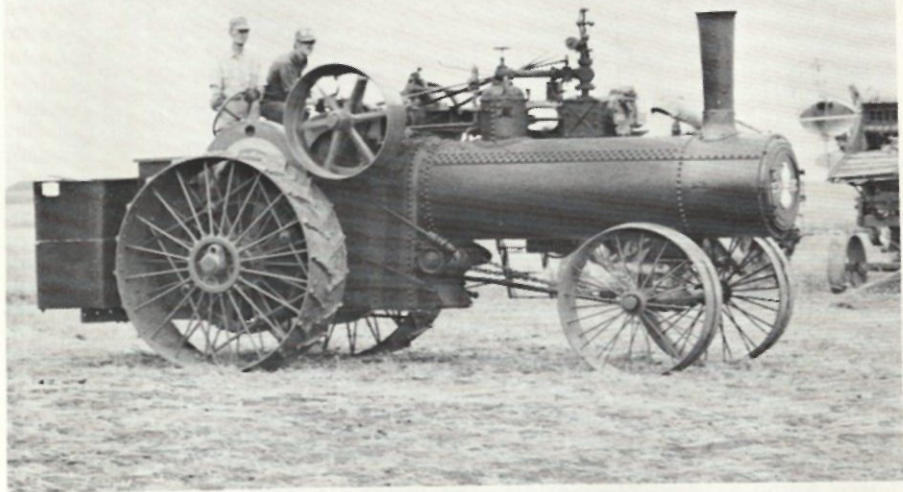
24 H.P. Minneapolis steam engine built in 1924. One of the very last built by Minneapolis. It was owned by Milton Martinson 'til he traded it for a large tractor in Canada last year.



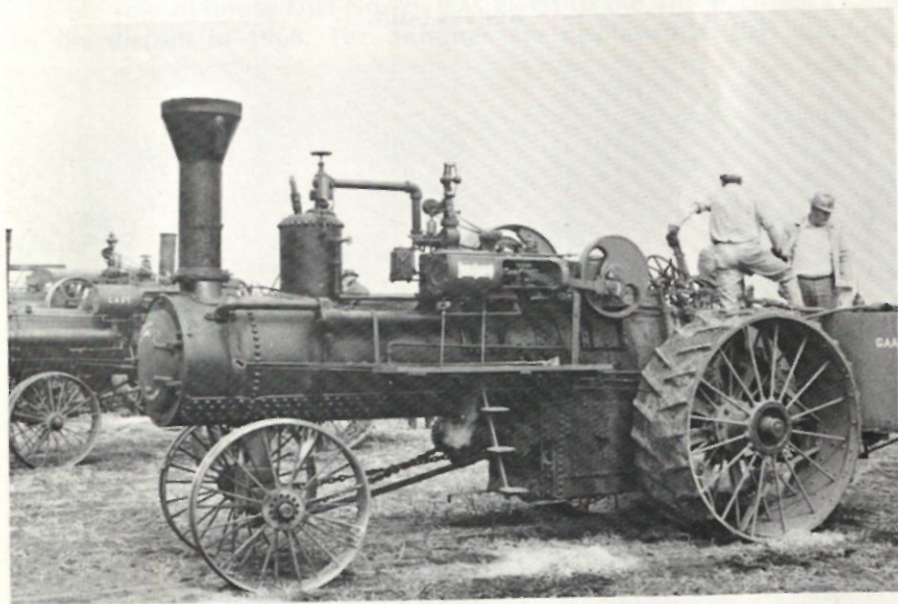
A little locomotive purchased in Iowa in 1972. This engine was built in Paris, France in 1939. During the second World War, the Germans took it away from the French and used it to haul ammunition to fight the French. It is owned by Milton Martinson, Ashby, Minn.



Dump wagon owned by Dieseth Specialty Co., Fergus Falls, Minn. This type of wagon was used in road construction in the pioneer days when horses were used to pull them around.



Kenneth Bratvold's 80 Case engine. Kenneth bought this engine from Merel Jones, Little Falls, Minn. several years ago.



George Melby's 25 H.P. Gaar Scott steam engine. George bought this engine from the late Severt Thoreson, Henning, Minn. in about 1924. It was used for threshing and lumber sawing several years in the Ashby community.



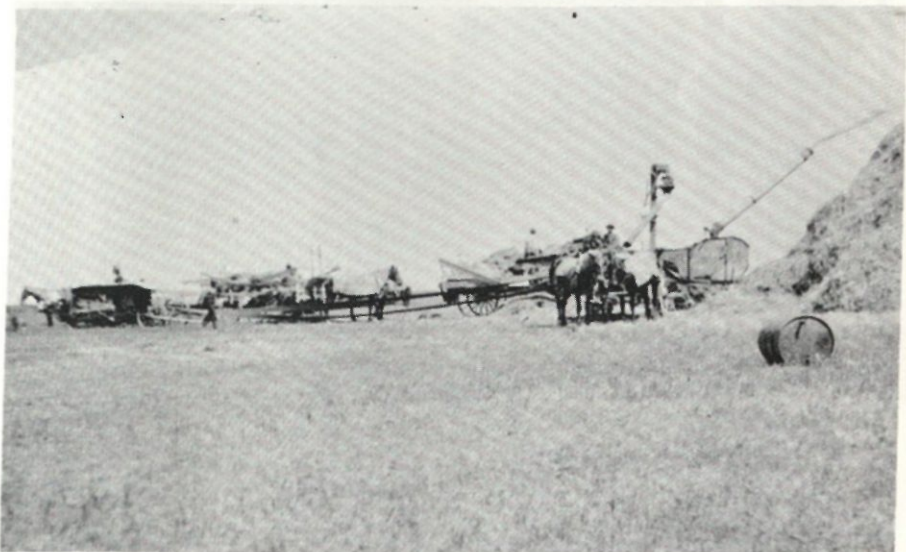
Large Reeves steam engine, plowing at Lakota, N.D. Notice the steam lift plows. Steam was tapped from the engine into cylinders on the plow. This is a 12 bottom plow, picture taken near 1900 the best we can judge. The engine could be a 40 H.P. Cross compound, the largest engine Reeves built.



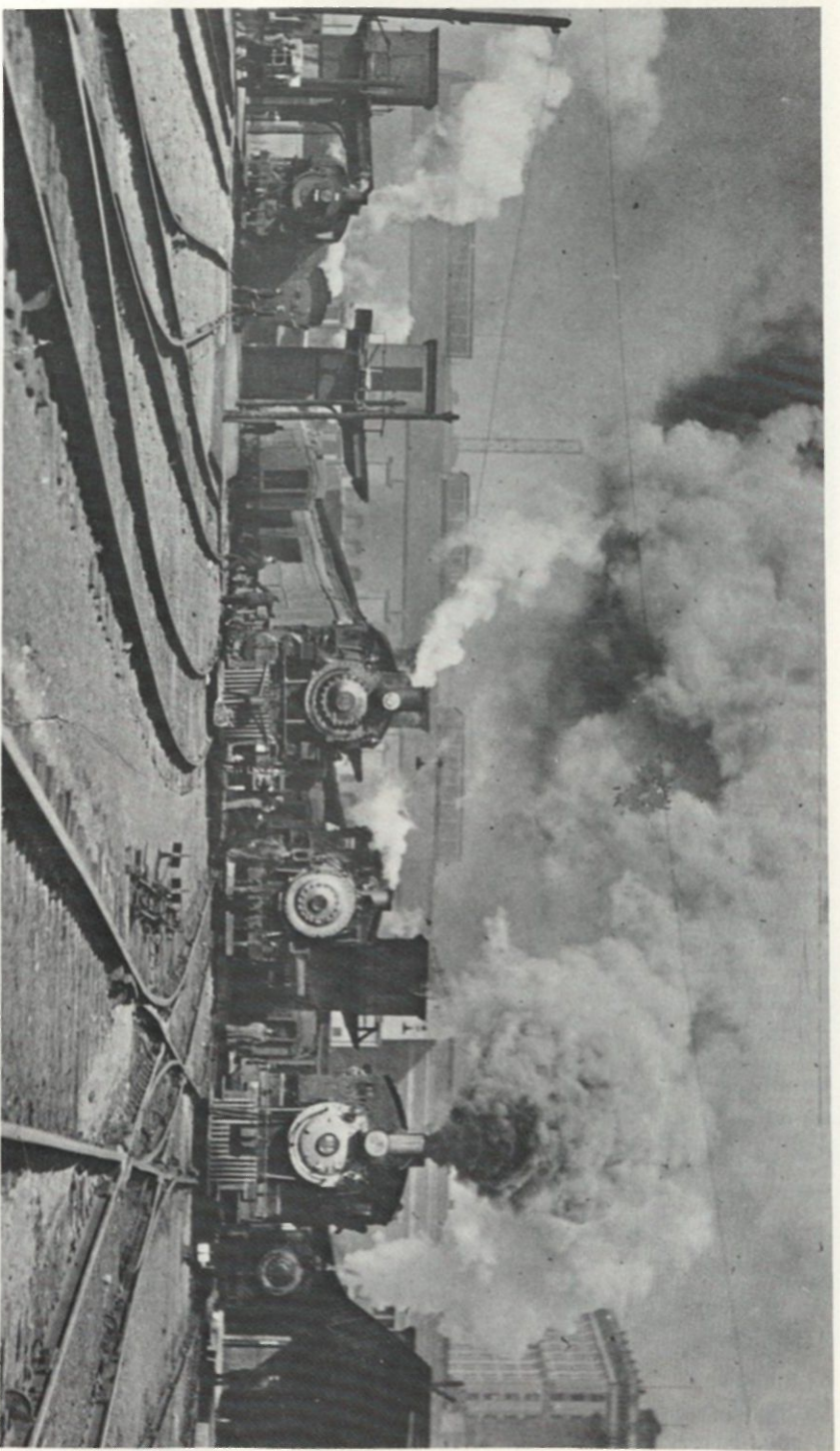
12-25 Minneapolis tractor restored by Alvin Olson, Elbow Lake, Minn. He has done a nice job on this tractor. It was pretty well wore out when he purchased it.



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.



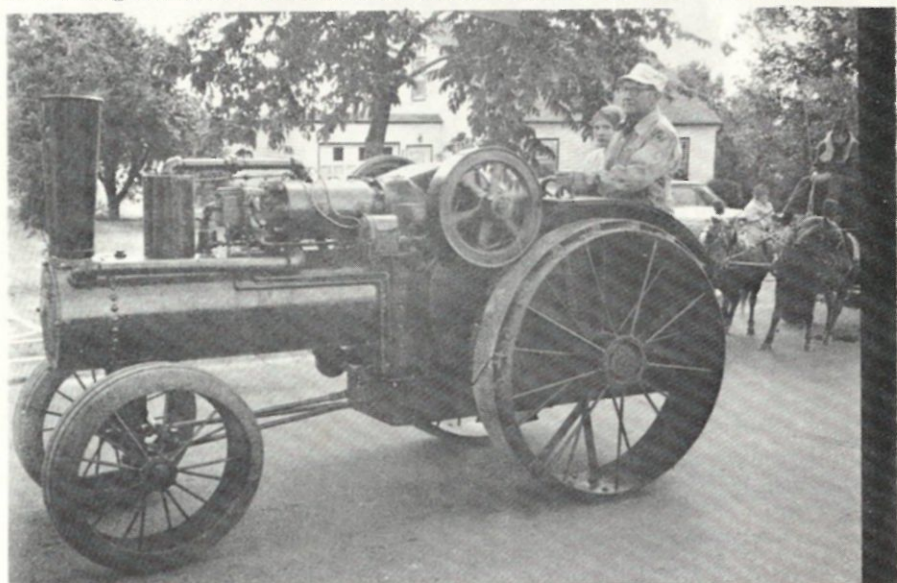
Threshing with a Gray tractor and Peerless separator using 3 bundle teams. Threshing on Perry Tolbert's farm, Breckenridge, Minn. in 1919.



St. Paul Union Depot yards, 1925.



Mike Nohre and his gas engine. Mike has a large collection of them and is looking for more. He restores them himself and does a fine job of it.



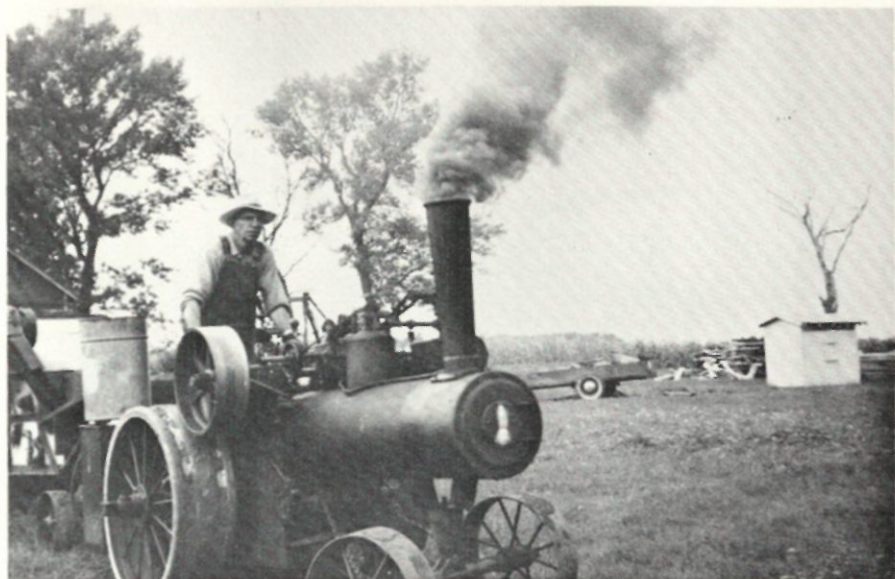
10-20 Townsend oil tractor. Present owner, Nancy Martinson. Unique tractor built to resemble a steam engine. This is the smallest tractor Townsend built.



Home made by Frank Beck. Donated to the Lake Region Pioneer Ass'n by Mrs. Beck in memory of her husband who took a real interest in the steam engines.



25 H.P. Wood Bros. steam engine belted to the saw mill. Very few Wood Bros. engines are left in the country. The company didn't make many engines. They started late in the game of building steam engines. They built a 30 H.P. double gear engine. We don't know if any of these engines are left.



Raymond Peets' model Case engine smoking, roaring to go on parade.



Kenneth Bratvold's 80 Case engine purchased several years ago from the late Merel Jones, Little Falls, Minn.



An old Aultman Taylor tractor and Avery separator. Notice the old Model T Ford alongside the road. Year 1924 near Wabehr, N.D.



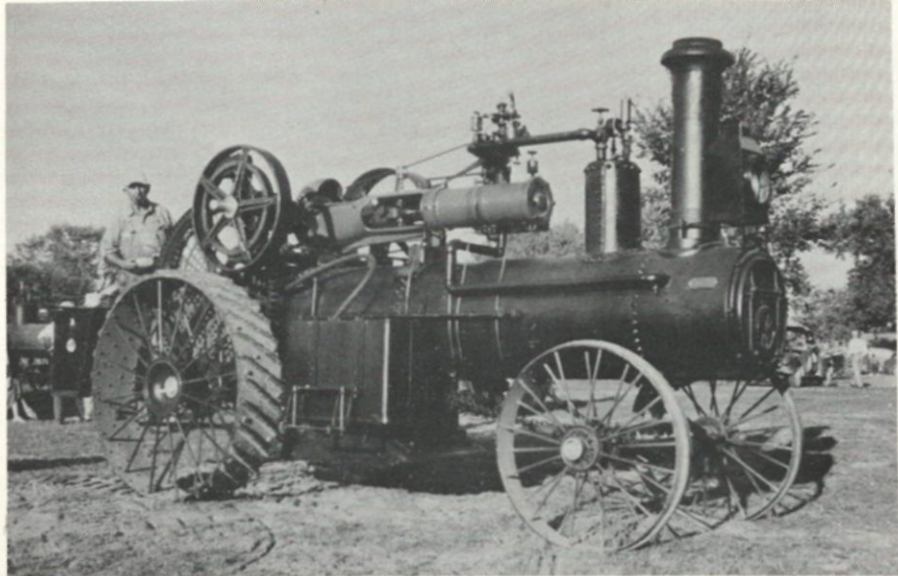
40 H.P. Geeser Peerless steam engine. This is the largest engine this company built. It was used to power the lumber saw mill at Pioneera annual show at Saskatoon, Canada.



Dog power pumping water at Pioneera. The dogs seemed to like it and would go into the wheel without being told to do it.



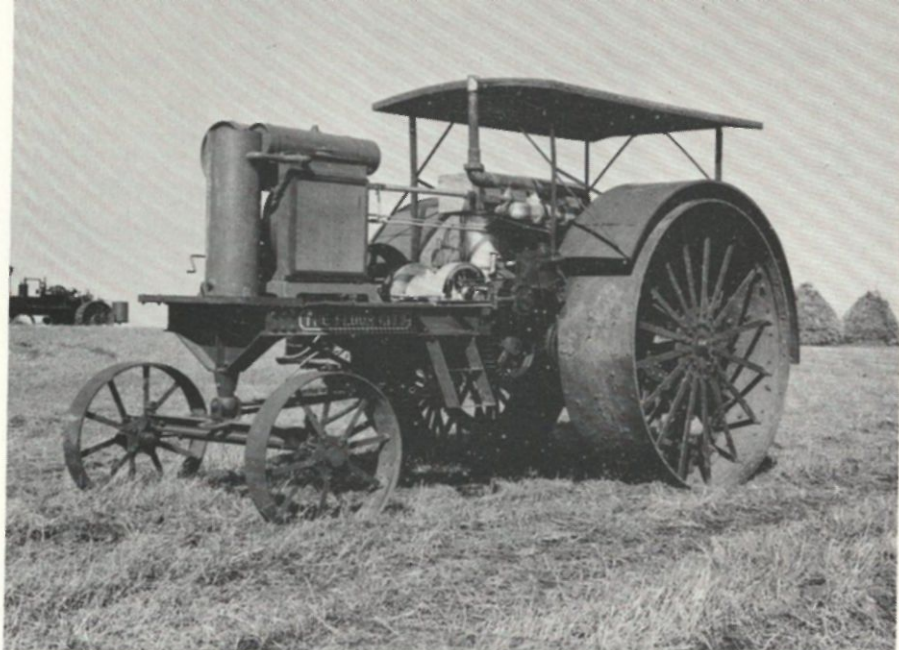
The late Carl Rachert threshing in 1957 near Round Prairie, Minn. This is a 18 H.P. Aultman and Taylor steam engine.



A Case compound center crank steam engine show at the Mount Pleasant show. Very few of these engines are around today.



Tank mount on a rubber tired wagon used to haul water for the show. In the olden days the tank man had to pump the water by hand into the tank. This one uses a gasoline engine.



25-50 Flour City tractor owned at this time by the late Ted Bjorkan, Osakis, Minn.



Part of the crowd at the show. This was taken in the forenoon before anything started to move.



Locomotive engine that jumped the track and tipped over on its side at the side track in Dalton. The train was switching in gravel cars for paving Highway No. 59, but too much gravel and rocks got on the track and forced it off the rails. Year, 1937.



Pioneera Show, showing oxen on the Covered Wagon. We believe there were four oxen on each wagon.



Pioneer showing oxen on open wagon. Also Indians standing together looking at it.



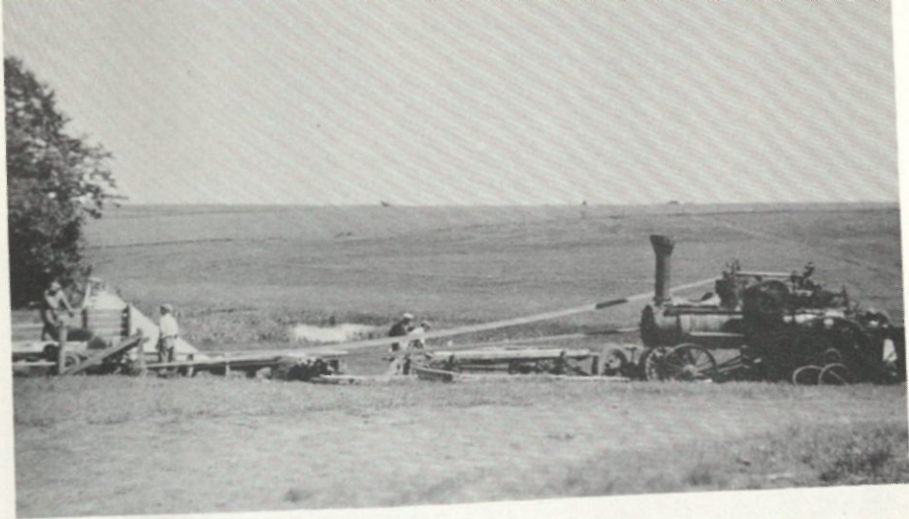
6 horses on the gang plow showing people the way it used to be in the pioneer days, shown at Pioneera.



Threshing the first year of the show 1954. 2 grain separators and 3 steam engines was all the equipment the club had at that show.



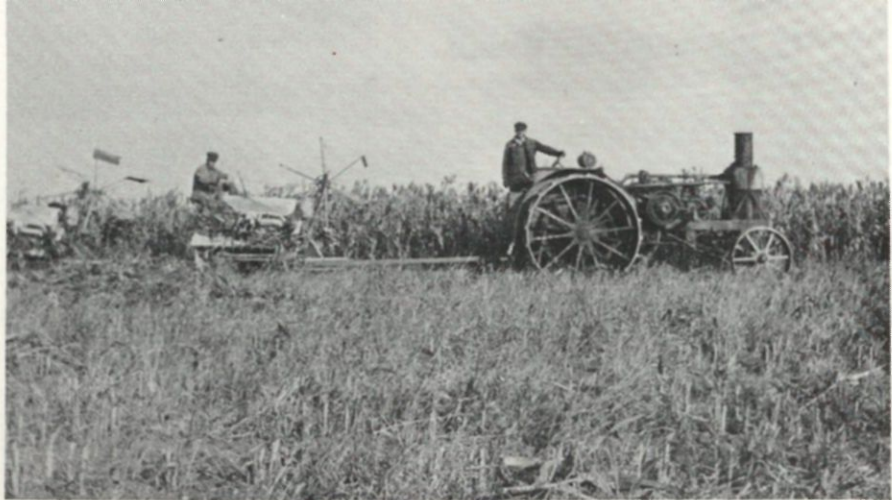
Starting to thresh at the 1954 threshing bee. George Melby's 25 H.P. Gaar Scott engine is belted to the Minneapolis separator.



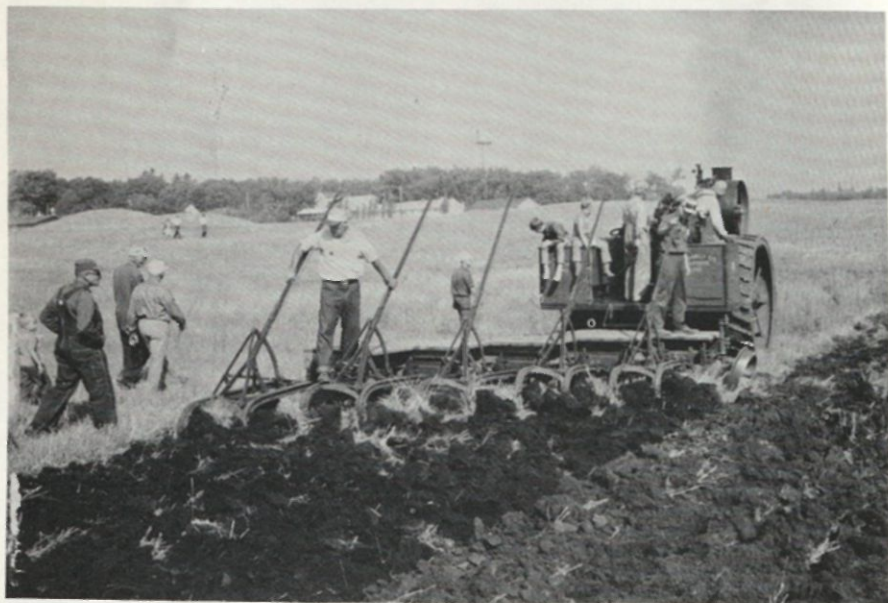
Sawing lumber on the farm in 1946. 25 H.P. double Gaar Scott engine was used to power the mill that year.



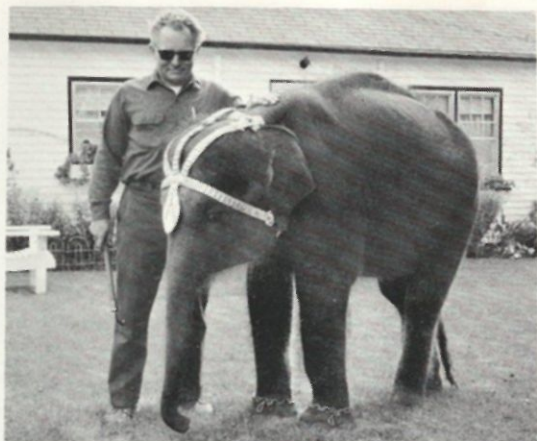
25-50 Huber tractor and Case separator ready to do some threshing.



Avery tractor pulling two grain binders cutting corn somewhere, we don't know where.



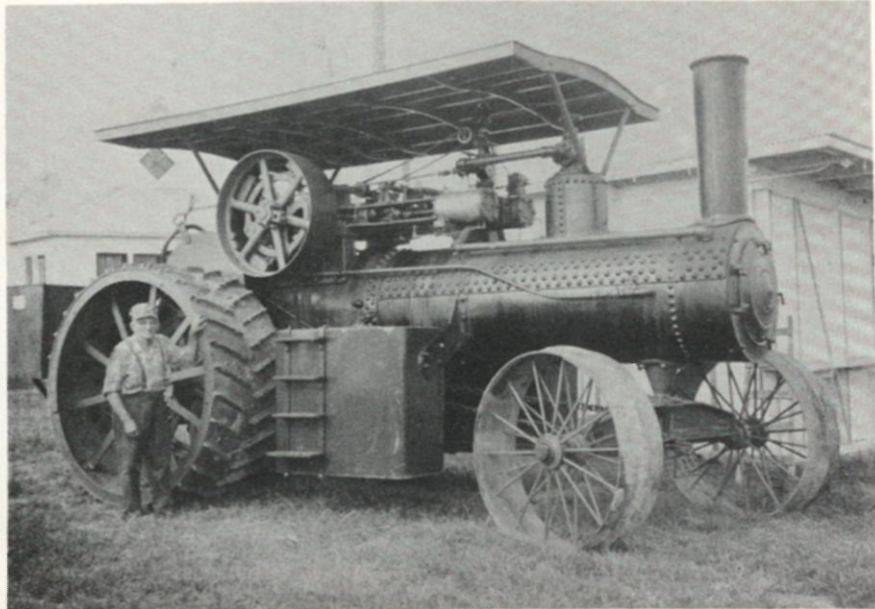
Plowing with the 25 H.P. Rumely steamer pulling 10 bottom plows. This is an annual event at the show.



Byron Osander and his elephant. They have trained this animal themselves. It belongs to the Schmidt Circus.



14 H.P. Minnesota Grant steam engine in a parade at the Threshermen's show. Notice the chain drive on the engine. Glenn and Ralph Risbrudt are the proud owners.



Ralph Melby's 50 H.P. steam engine bought in 1971 from Isodore Pavlicek, Dickinson, N.D. last used in 1927 and restored last summer before the show. This is the only 30 H.P. we know of.



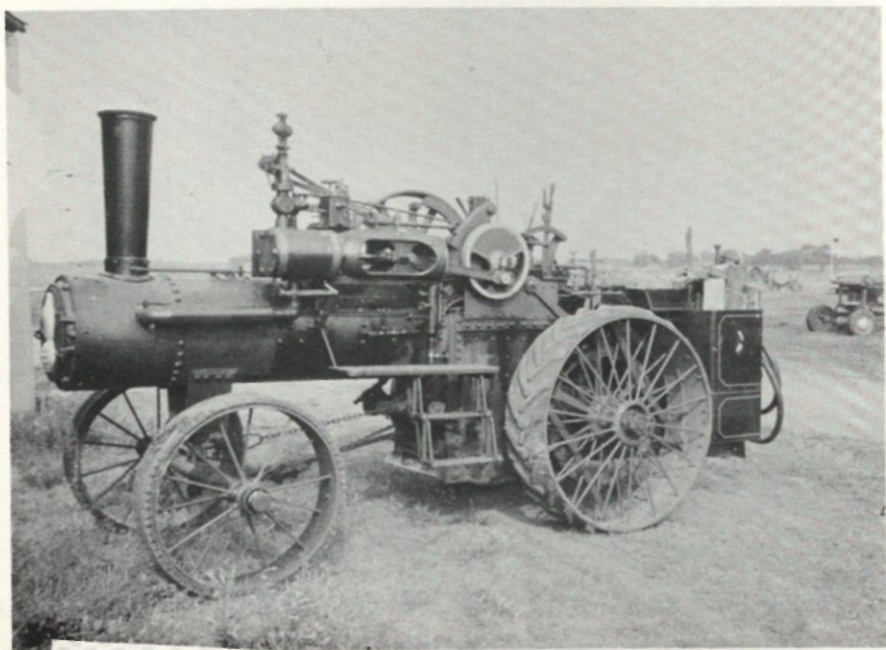
Frank Beck's steam tractor after a larger engine was installed. It sure is peppy now. It is owned by the Threshermen's Ass'n.



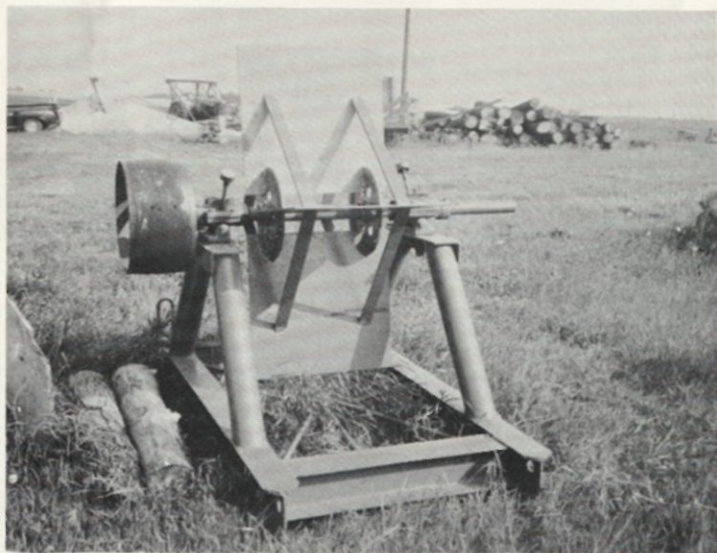
4 bottom Avery tractor plow owned by Kenneth Bratvold. This type of plow is hard to find.



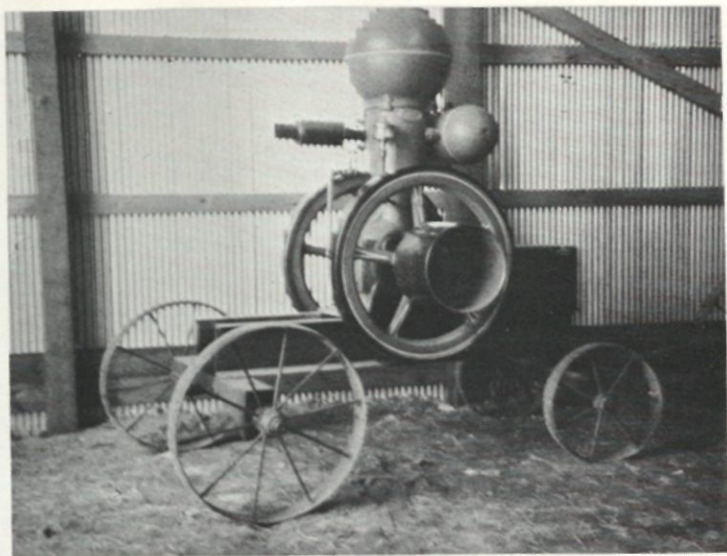
65 caterpillar tractor and 36-58 Minneapolis separator threshing in 1940. Owner of the rig, Ralph Melby.



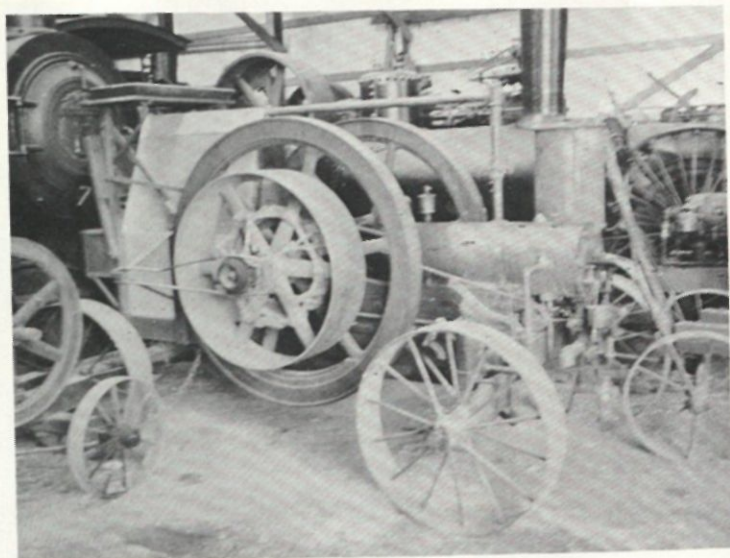
Henry Lebakken's little Case engine built into a traction engine by H. B. Lahr, St. Joe, Minn. It is a nice job and runs just as nice as it looks.



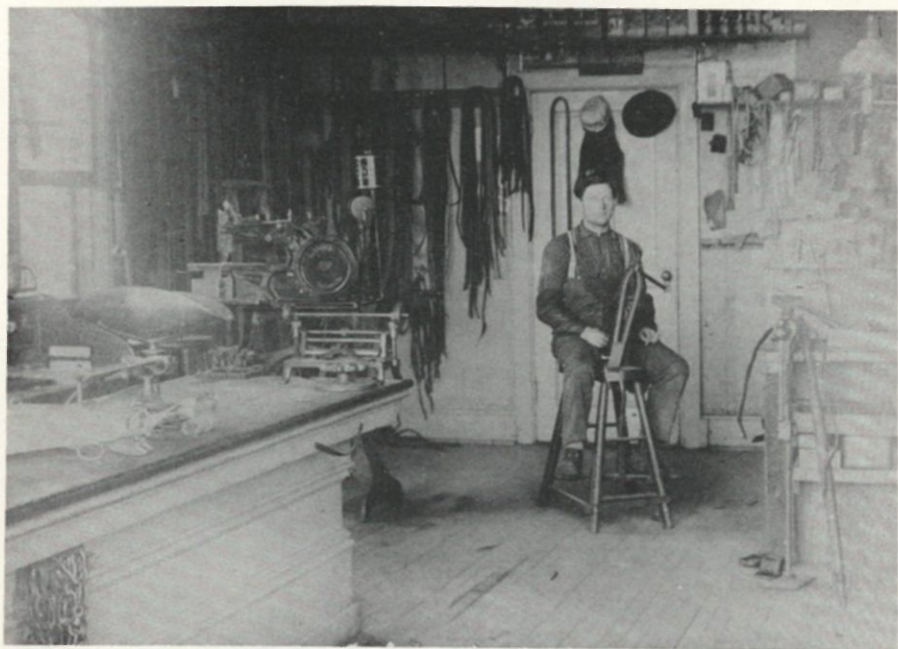
This is a Baker fan, used at the show to test engines and to blow some soot out of the flues. This is a duplicate of the original ones made by the Baker Manufacturing Co. of Swanston, Ohio, makers of steam engines and threshing machines.



Upright Monitor gasoline engine owned by Harold Hansen from Graceville, Minn.



Geo. Melby's 15 H.P. Fairbanks gasoline engine. It runs like new. It came from the Glenwood area.



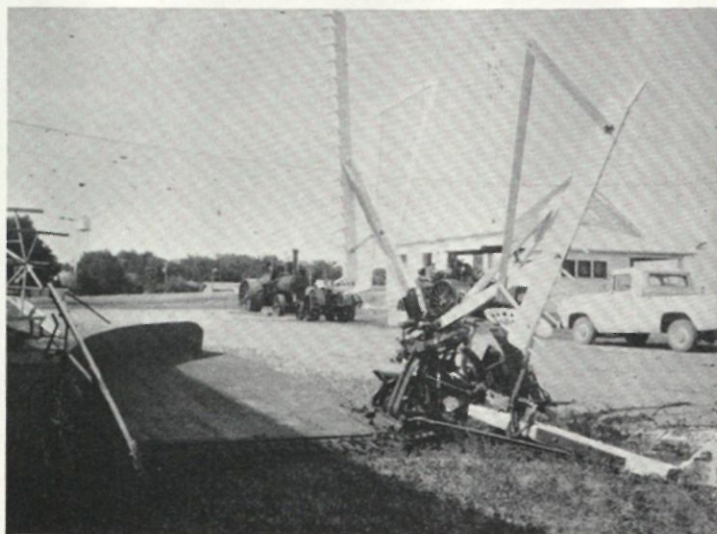
Typical harness shop at the turn of the century. The harness makers made their own thread and a lot of sewing was also hand work. Notice all the new ones for sale, other than steam horses were used on all the farms, as the oxen had given to the more modern power, horses.



20 bottom plow and 32 H.P. Reeves steam engine shown at Pioneera, Saskatoon, Canada. This plow is claimed to be the largest in operation.



Kenneth Bratvold sawing lumber. This summer he has sawed some 300 logs so far and expects to saw more at the show.



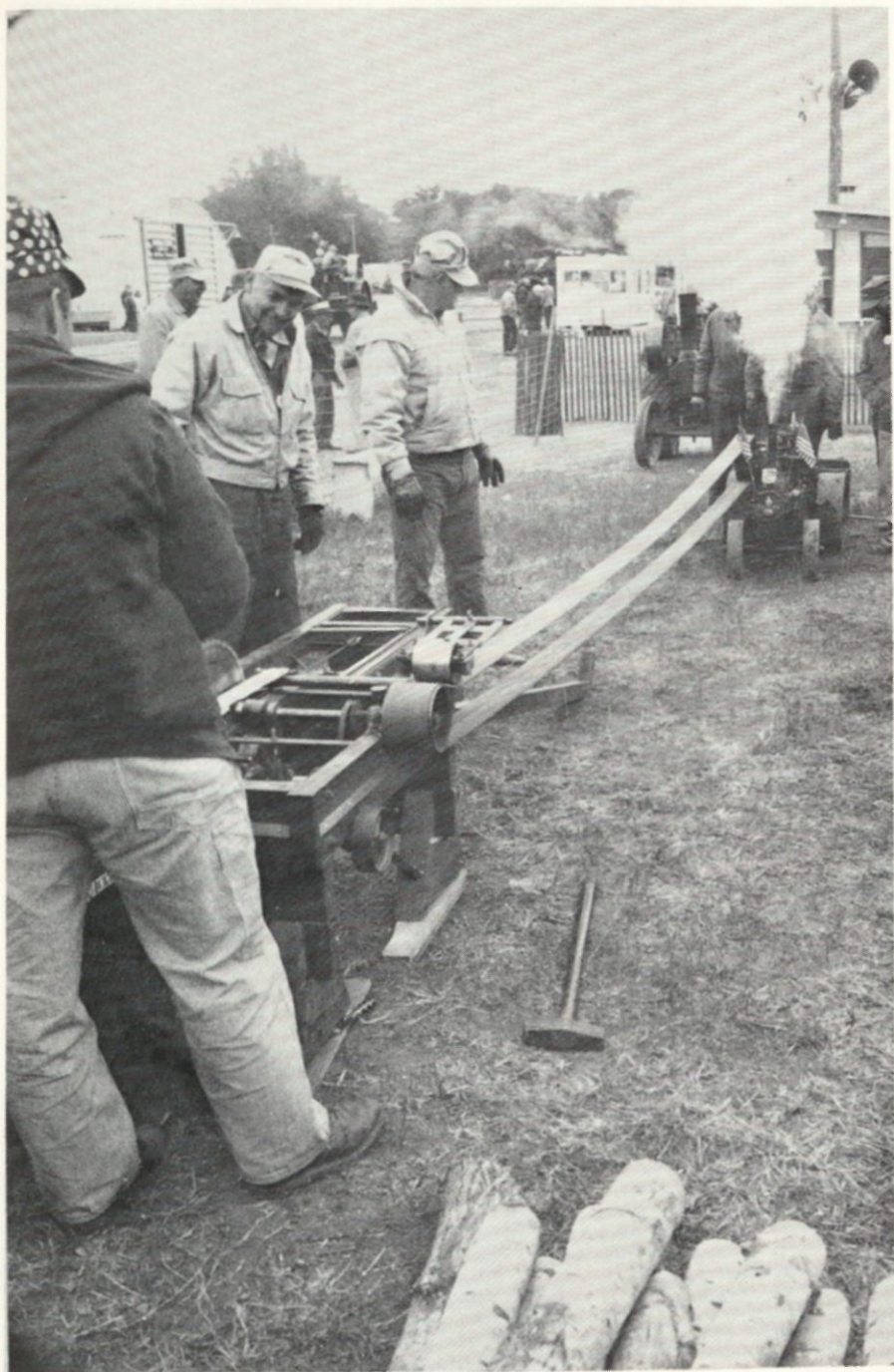
Henry Johnson's reaper. It was used to cut flax, made by the International Harvest Company of Chicago, Ill. and it is claimed they built them for export not too many years ago.



A modern steam tractor shown with the inventor from California. Will they be using steam again in the future? It could happen.



Avery steam engine and separator threshing in 1959. Avery built straight flue, return flue and undermounted steam engine and also the Avery yellow fellow grain separator.



A small model belted to a miniature saw mill, a good attraction.



David Hansen with one of his gas engines. David was elected president of the club last year. He has several tractors and gas engines.



Fun for the kids at the show. This ferris wheel belongs to the Schmidt Circus. Their headquarters are 4 miles north of Dalton, Minn.



Typical threshing scene. 36-58 Case making a straw stack next to the barn, threshing oats in Iowa.



Arnold Schroeder teaching his boys how to fix gas engines. These boys are pretty good mechanics and learn fast to restore these old engines.



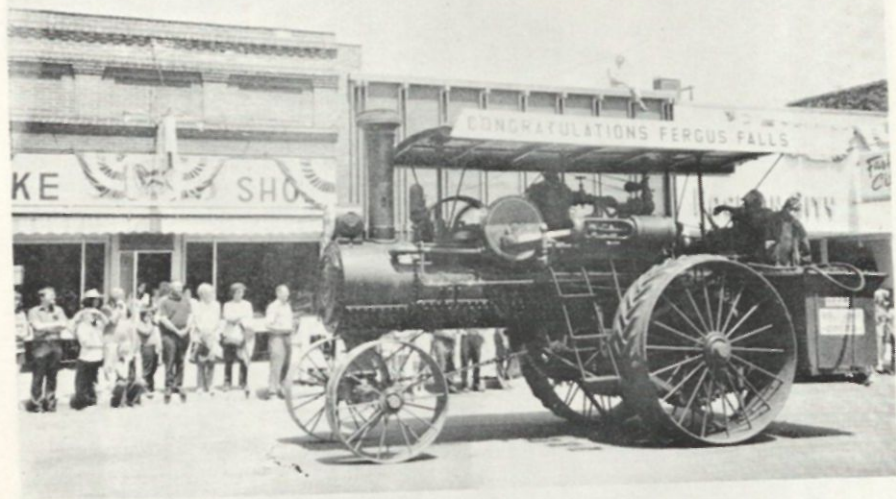
The colors come first at the annual parade sponsored by the Dalton Community Club, held on Saturday A.M.



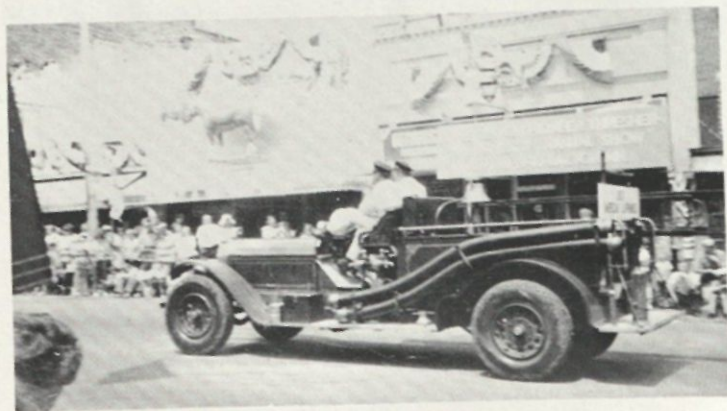
32 H.P. Reeves plowing at the reunion at Dalton.



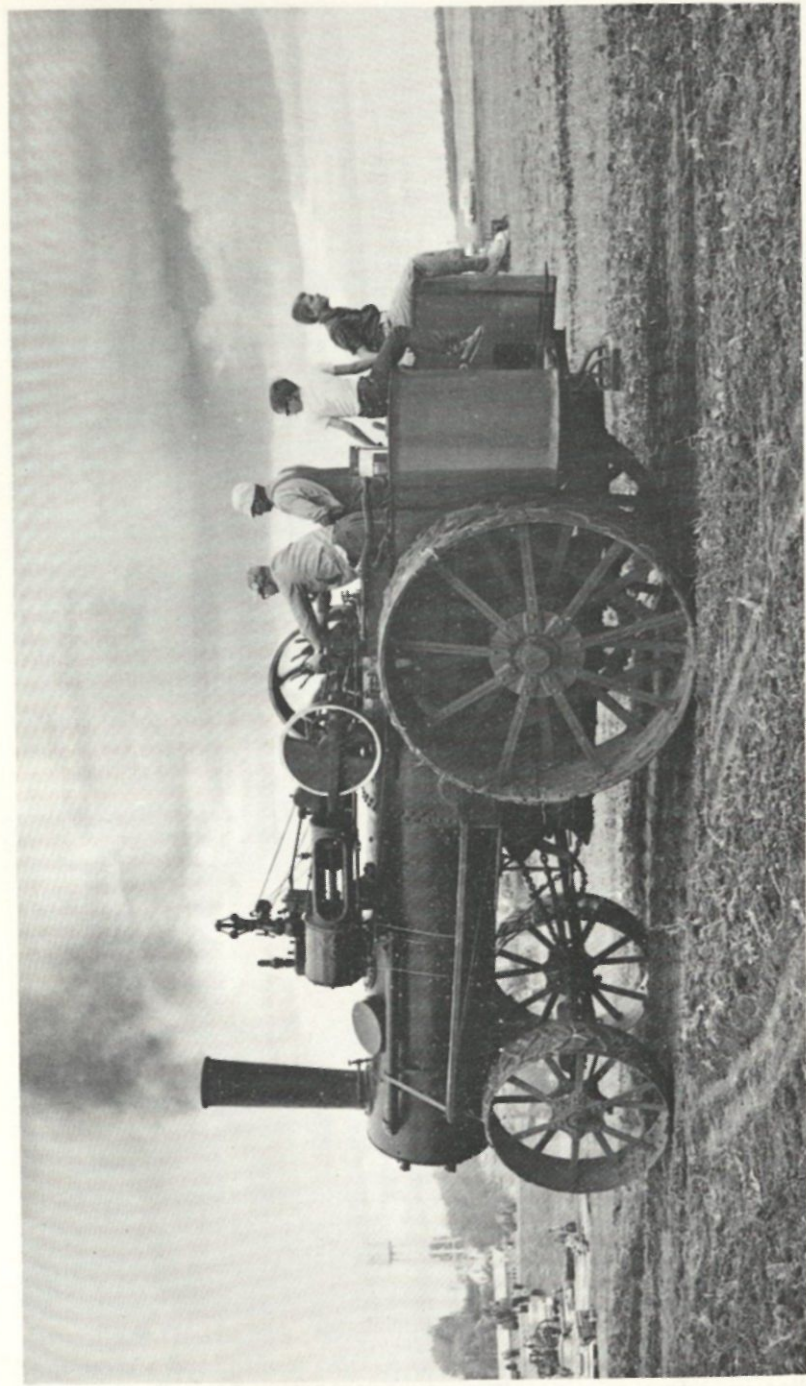
Reeves 40-80 H.P. Picture taken in 1918 near Sioux City, Iowa. Reeves made very few tractors, as we understand, their factory burned down and it was never rebuilt again.



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



American LaFrance 1915 fire truck at the centennial parade in Fergus Falls, July 1, 1972



Wood Bros. 25 H.P. steam engine. Owner, Milton Martinson of Sheffield, Iowa. Wood Bros. made a 30 H.P. double gear engine but as far as we know there are none around any more.



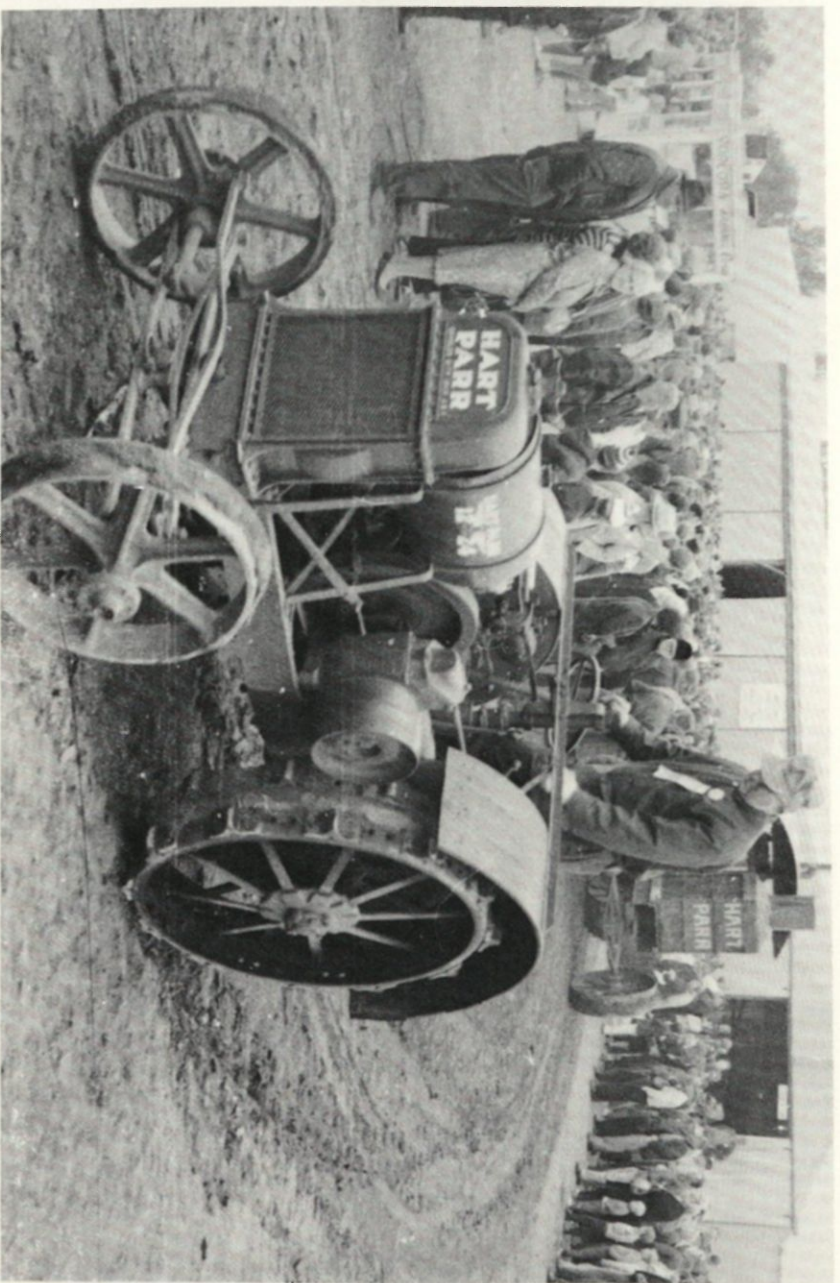
Henry Johnson's 5-10 Avery gas tractor. This is a friction drive tractor and was built in about 1910. As far as we know, it is the only one this size in working order.



Shock loader loading shocks near Smiley, Sask., Canada. These loaders were used more in Canada than in the U.S. They would load a large load of bundles in a few minutes. They had special racks built for these loaders.



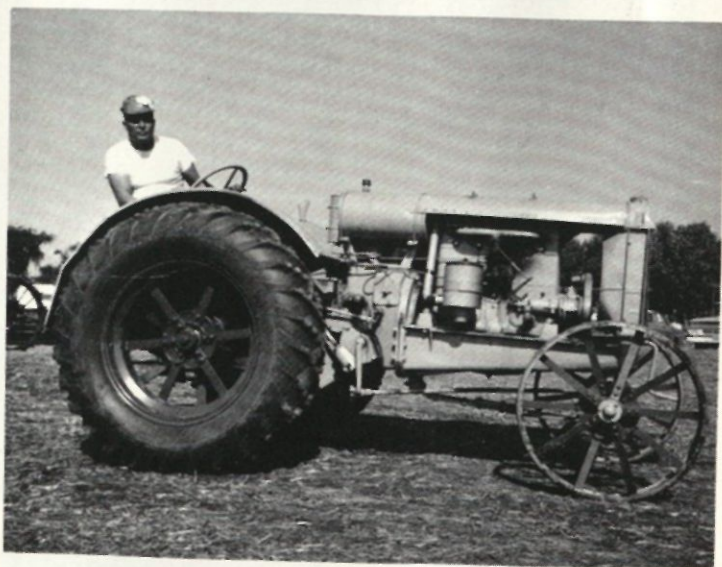
A 20-40 Oil Pull owned by Carl Evavold, Ashby, Minn. Carl restored this tractor two years ago and did a good job of it. Carl lives in Ashby, Minn., but comes up and helps on both steam engines and oil pulls.



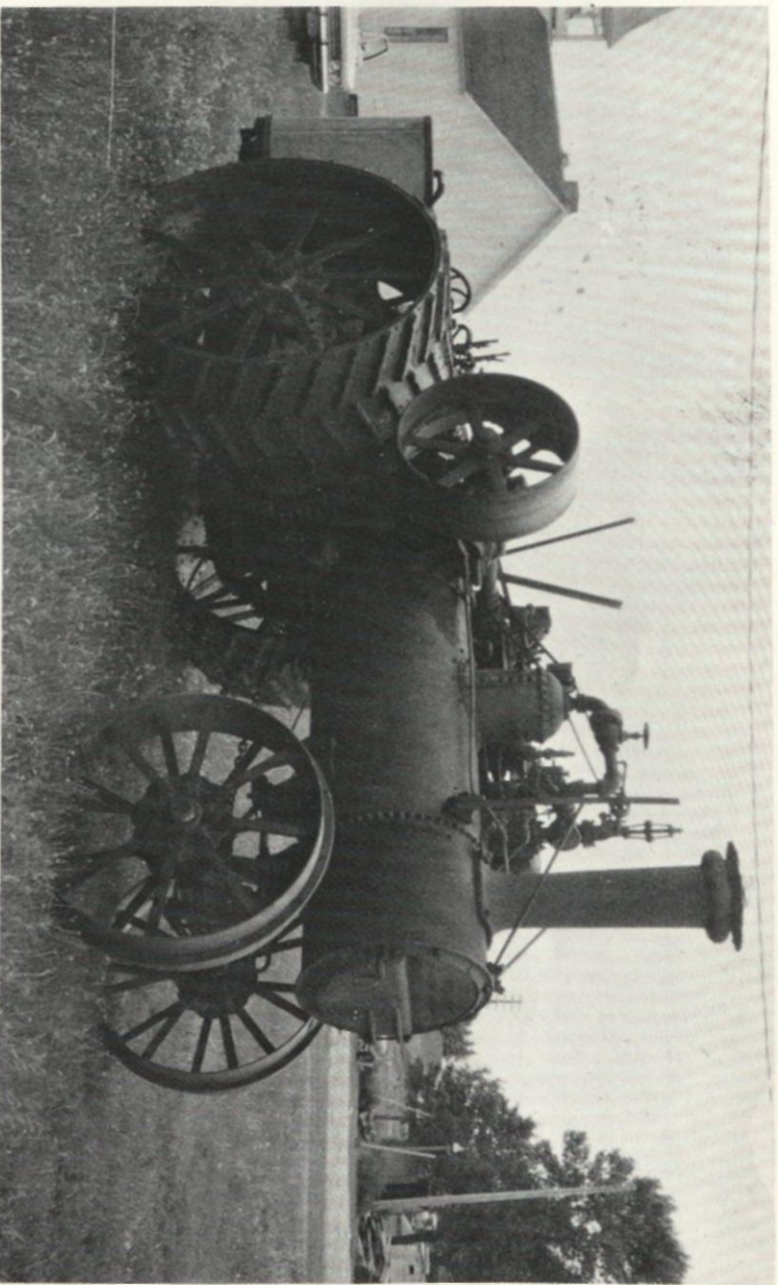
Ralph Risbrudt's 12-24 Hart Parr gas tractor in the parade.



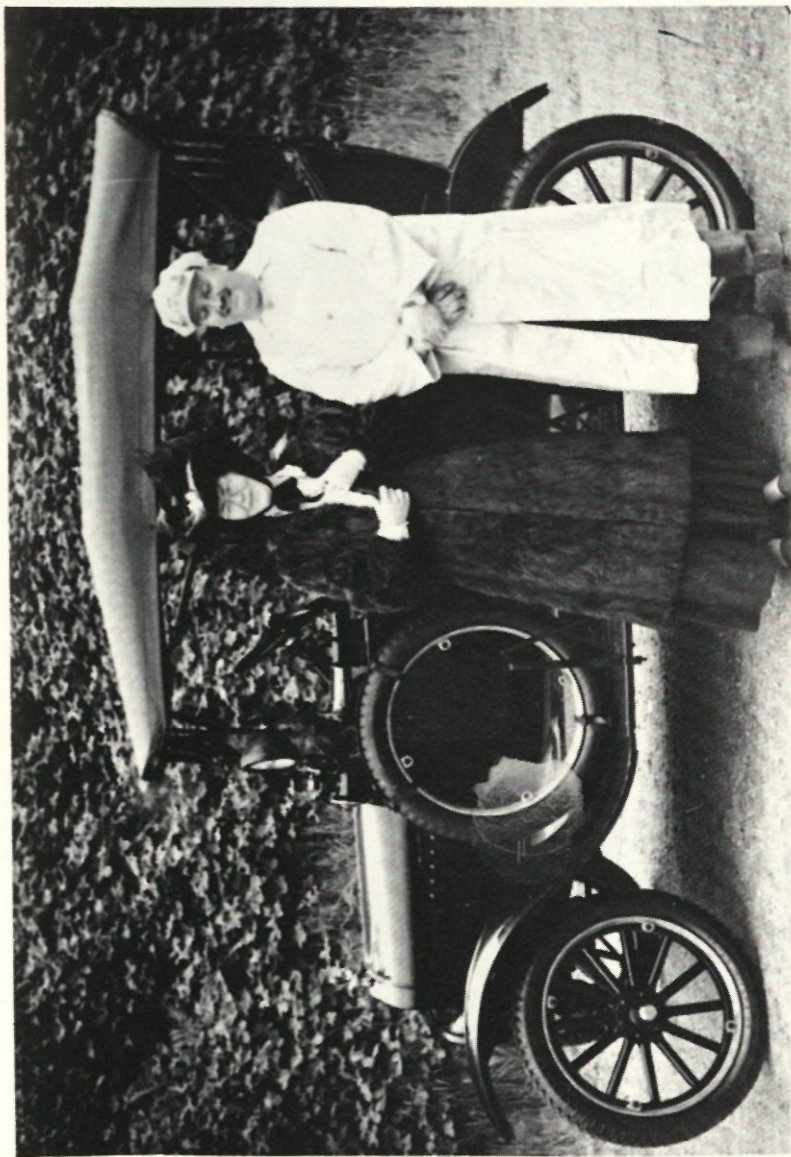
Threshing scene taken in Lawrence Twp. west of Elbow Lake, Mn.
Owned by W. G. Parson. Engineer, Herb Hultomder. Courtesy of Olin
Thompson. Minneapolis 25 H.P.



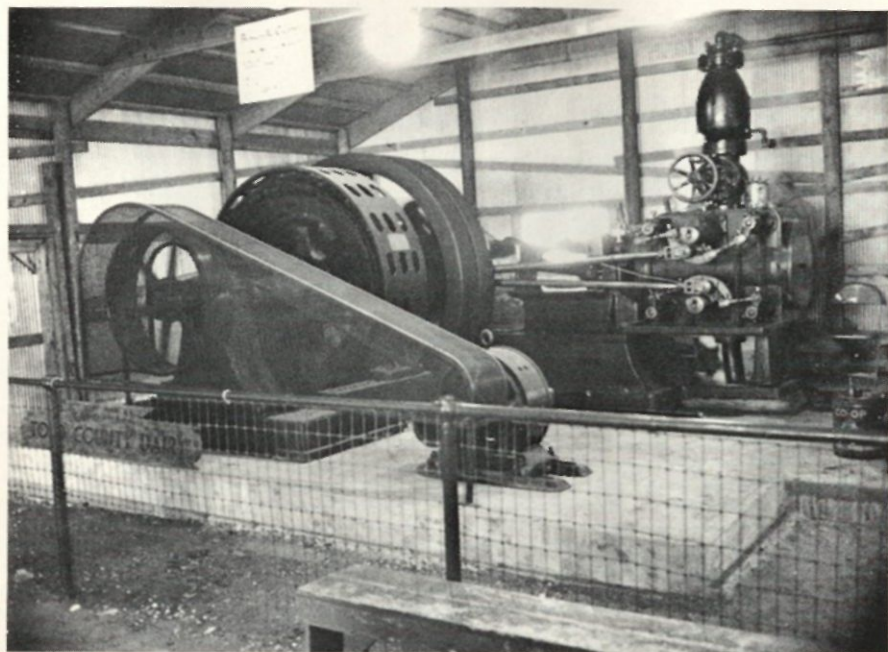
Lavern Simdorn and his Twin City gas tractor. Lavern did a nice job of
restoring it too.



28 H.P. Minneapolis engine purchased in 1971 at an auction north of



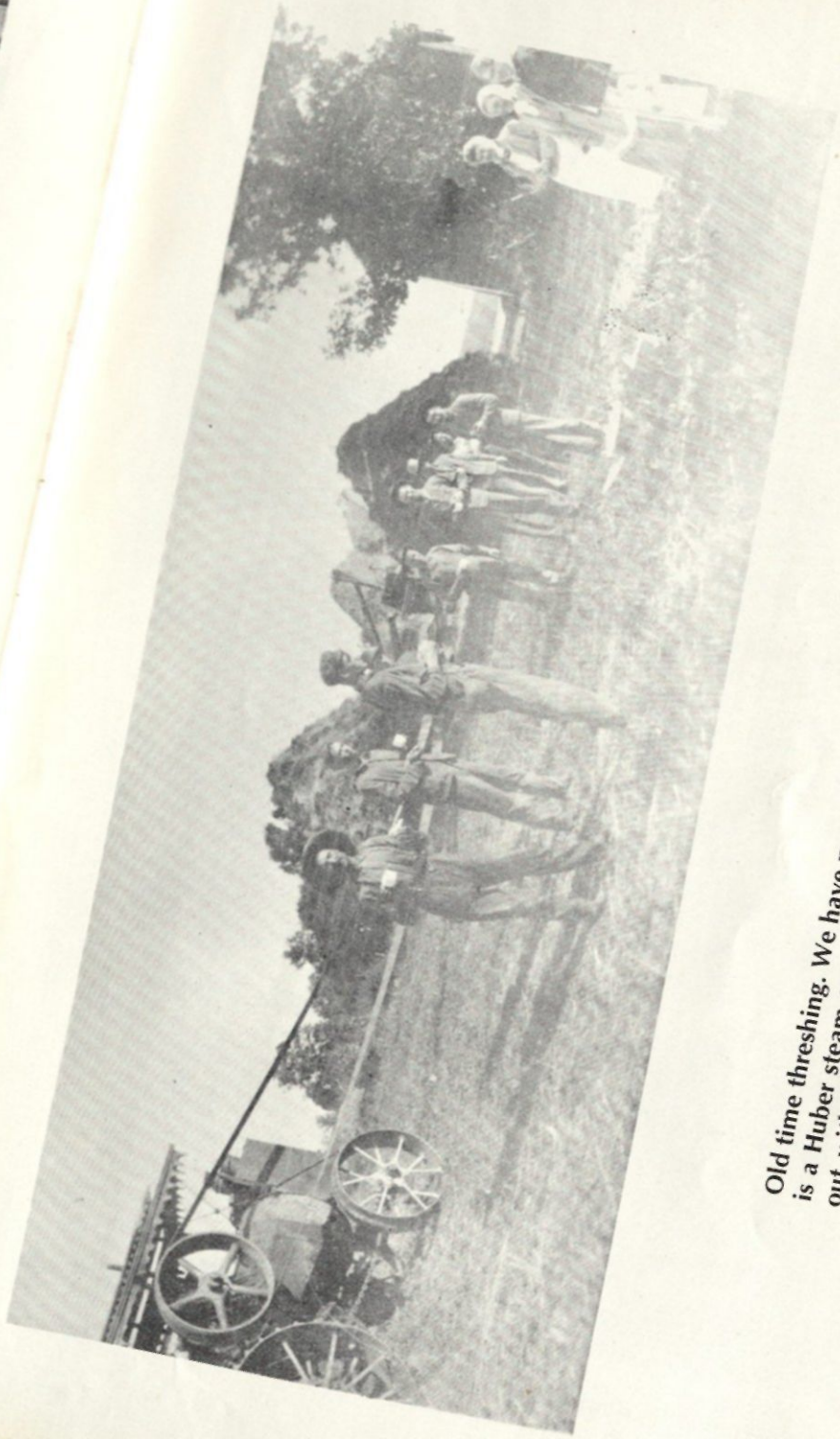
1917 Model T Ford restored by Ray Franklin D4 1 Ditchville Minn



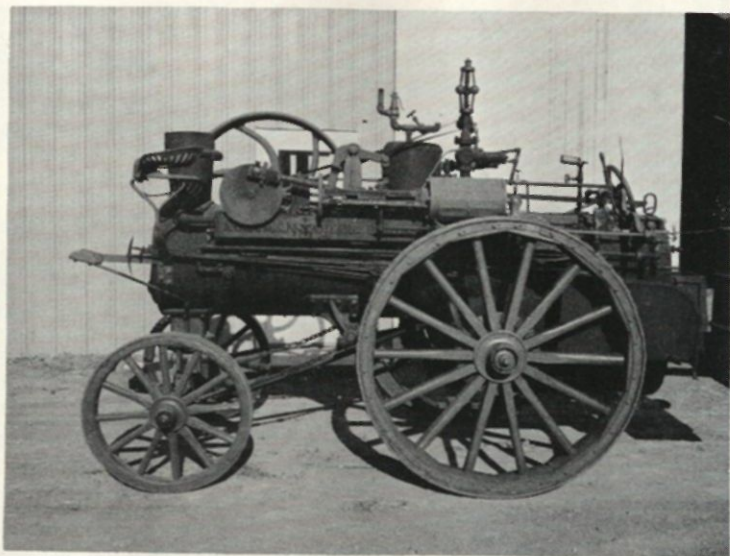
Stationary steam engine given to the club by Land O' Lakes Dairy, Browerville, Minn. It is claimed it will generate current up to 400 H.P.



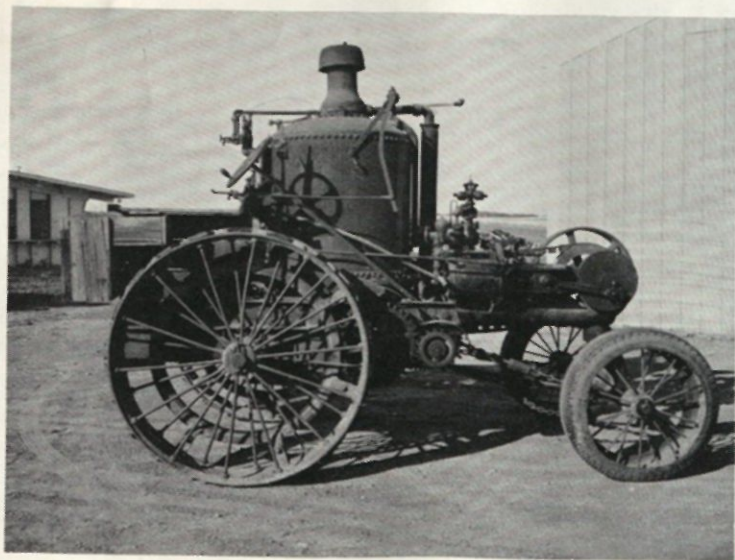
Jim Withers' big gas engine. It has flywheels 6 feet across. It runs real good. Jim is a collector of gas engines and travels over much of the country looking for them.



Old time threshing. We have no record of this
is a Huber steam engine
out with it.



Aultman Taylor 1869 steam traction engine with wood wheels and rubber cleats in operating condition. This engine and the one pictured on the next page are owned by Milton Martinson, Ashby, who purchased them at an auction in September of 1972.



Westinghouse 1879 upright boiler, 12 H.P., traction engine, water tube boiler, steel wheeled, operated 5 years ago.

