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HERITAGE IRON

# HERITAGE IRON

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January 2009



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HERITAGE IRON





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MORE ON M&W**



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### **SHOW TIME**

Stop by our booth at the **National Farm Machinery Show** in Louisville, KY Feb. 11-14, 2009

**Booth #661**

## SHERRY'S SHOP



**W**elcome to the first issue of *Heritage Iron*! We are excited and we hope you are too. We're reaching out to tap into an era of tractors and equipment that are quickly becoming the collectibles of today. The year 1960 marked a turning point in farm mechanization where horsepower was taking over.

The old steel-wheeled, hand crank tractors have their place in history. If it were not for them, agricultural equipment would not have evolved into "big iron" it is today. But that phase of our past is just that.....in the past.

We want muscle! We want a smoke belching from the exhaust pipe and blowing in our faces. We want noise and power and the tractors that WE grew up with.

I've been around many tractors in the family tractor yard in my life but the one that stands head and shoulders above the rest is a tractor we call "Big Bertha". Bertha is an Oliver 1900 with a 453 GM diesel and a loader. She's one of the family. There were many mornings I was awakened and drawn to the shed just by the sound of Bertha. There's nothing she won't lift and if it's too heavy, she'll exert every ounce of power trying until the cylinders take on an arched shape and Bertha's done that on several occasions. At our place, she's the icon of brute power. When Dad talked about selling Bertha once, I threatened to secede from the family if he did so. Bertha is still with us.

We all have a "Big Bertha" in our background. There's just something about a high-horsepower tractor that draws us like moths to a flame. You could be someone who doesn't weigh 120 pounds soaking wet but when you crawl up on the seat of a muscle tractor, fire that engine up and lift your left foot off the clutch, you have just transformed yourself into a force to be reckoned with. The tractors is not the one with the power. YOU have the power! YOU are now unstoppable thanks to the five tons of iron you're straddling!

That is just what *Heritage Iron* is all about – unstoppable, brute power! We're going to talk about tractors, equipment, manufacturers and their history. We'll throw in a section to talk about toys of the muscle tractor era, known as "mini muscles". A future "steroid" section will focus on tractor pulling and those who are getting enough power out of their tractor to make the OEM shudder with fear.

Our "Blowing Smoke" section is just for you. It's a place in the magazine where you can send in a picture of YOUR muscle tractor and exert your bragging rights. So get a shot of your favorite tractor and let us know why it is so special to you.

Former John Deere engineer, Larry Gay, will have a column called Machinery Milestones. In this section he will note what different equipment manufacturers were doing at the same time to put themselves at the front of the field.

We have a variety of topics to cover in the upcoming issues of *Heritage Iron*. We will cover ALL of the brands without showing favoritism to any. We'll be talking about combines, planters, tillage tools and anything else that was part of the muscle tractor era. Since most tractor manufacturers also had an industrial line, we'll be throwing a little taste of that into the magazine.

Since we want to keep your equipment alive for the next generation to enjoy, we'll be including tips to make your muscle live longer. It's just my opinion but I feel that this series of tractors will be the last collectible tractors. With the later models, electronics, computers and emissions equipment were taking over. The average Joe won't be able to work on them without calling in a technician. But you can still have fun and work on your own tractors from the 60's and 70's and that's what we're here to help you with.

We're writing *Heritage Iron* just for you. We welcome your input and want to hear from you. We want *Heritage Iron* to be as big and bad as the equipment it represents. Enjoy!



*Sherry Schaefer*



## BS

Blowing Smoke

**ATTENTION!  
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TRACTOR  
ENTHUSIAST!**

This is your place to blow smoke! Send us a picture of your tractor or tell us about your favorite muscle tractor to:

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BLOWING SMOKE**  
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Nokomis, IL 62075

or e-mail to:

editor  
@  
heritage  
iron  
.com

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WITH  
POWER

DO NOT BEND!

**Sherry,**

What a great idea of doing the tractors of the 60's and 70's! Some of these vintage models are becoming highly sought after collector models, plus are still workhorses of some farming operations today.

Best of luck with your new Heritage Iron Magazine and continued success.

Danny Gottman  
Gottman Toys, Inc.

*Thanks Danny!*

*I know you have always helped promote the muscle tractors with your detailed series of pulling tractor toys. The popularity of your Kinze toys also supports this era. We look forward to doing a feature on the Kinze line sometime in the future. - Sherry*

**Dear Sherry,**

I was pleased to read about your new endeavor, "Heritage IRON", in my new Oliver Heritage Magazine.

Congratulations! I have been a subscriber of Oliver Heritage magazine beginning with the May/June '04 issue. I met you at an auction in western Wisconsin at that time and thought I'd give your new venture my support... it has been well worth it! I especially enjoy your editor's column, "The Oliver Girl"--the personal point of view brings a wonderful sense of the human

side of this hobby. I enjoy my "iron", but I've come to especially love the people I've met over the course of the years I've collected tractors. I've already subscribed to "Heritage IRON" this evening, and I'm sure I'll enjoy it too.

I grew up on a dairy farm in central Wisconsin, and truth be told, I loved being in the fields on a tractor a lot more than I cared for milking cows. My older sisters say my first words were, "Massey 44". My dad bought one new in 1951, and I loved and worked with that tractor through my childhood. In 1967, my father died, my older brother took over the farm, and I went off to college and became an English teacher. The moment I got out of college in 1971 and started to earn a few dollars, I took out a loan and bought my own first tractor, a Massey 444. I had spent my summers working in machinery dealerships, painting the used tractors that came in to make them more saleable, so it didn't take long to make that Massey look like new. And so the collecting began...

Now, thirty-seven years later, I have over sixty good running tractors of all colors. Though I am partial to Massey and Oliver, I have come to appreciate the good qualities of many brands. I own a "hobby" farm of 230 acres, and I work my tractors on the 60 acres of fields.

The real point of my note, however, is that I think you're on the right track with the "muscle tractor" thing. I, and most others I know, can

appreciate a nice Oliver 55... but when I start up my 2255, it makes the hair on the back of my neck stand up! There is just something primal about the sound of a big engine and the feel of that power that draws one to it like a moth to a flame.

Over the past ten or twelve years, I've found my own collection drifting toward the "Big Iron". At this point, I have two Oliver 990's and two Massey 98's with supercharged 3/71 Detroit's, and an Oliver 1900, a 1900 with FWA, and a Cockshutt 1900--all with supercharged 4/53 Detroit's, an Allis D-21 with a turbo-charged 426, a 1206 International, two MM 706's with FWA and 504 CID sixes, three Massey 97's, again with 504's, a Massey 1155 with V-8 540 CID Perkins, and an Oliver 2255 with the 3150 Cat V-8. They're all cool in their own way!

I'm obviously a big iron fan, and will look forward to receiving "Heritage IRON."

Best wishes!  
Rich Onesti

*Dear Rich,*

*It sounds like you have a real nice collection of the "Big Iron". Your description of the "muscle thing" is perfect! I was recently at a show in Missouri when someone started a GM powered tractor. In an instant, 3/4 of the crowd turned around and was drawn to the tractor, surrounding it like it was the star of the show.*

*I have learned in the past few months that we all have a common bond, whether we collect*



# There is just something primal about the sound of a big engine and the feel of that power that draws one to it like a moth to a flame.

*red, green, yellow, blue or orange. Everyone has that same feeling when talking about their tractor. Their eyes light up and when they run out of something to say, they just stand there and smile as though that piece of iron was their best friend. And I'm sure there are quite a few women out there who have said "You care more about that tractor than you do me!"*

*Thank you for subscribing. You'll have to send me a picture of your muscle collection someday.*  
- Sherry



**Hi Sherry,**

We just wanted to tall you Good Luck and let you know how much we are looking forward to receiving Heritage Iron. We enjoy Oliver Heritage and know that the new magazine will be equally as good and interesting.

I can tell you as the tractor collector's wife that I am also looking forward to the magazine. I truly enjoy reading your editorial in the beginning to see what you have been up to lately and what has been happening in your world to farming. I find the articles in the magazine interesting and enjoy reading about the people and the history behind the companies and equipment made.

Since my involvement with tractors really started when we got married in 1963, the tractors of the 1960's through the 80's will be tractors I "grew up" on so I will be better able to relate to them.

Since we do have red blood and green blood out there, I've enclosed one of my favorites that we have had around the farm since 1972. This is our 1971 JD 4000. It is still completely original down to its paint and it still gets used. We don't use it in the field as much as we did but it still gets plenty of action, mostly as our auger tractor.

So we look forward to reading about all the brands of tractors and the people involved with them.

Best of everything with Heritage Iron.  
Dick & Bonnie Marcotte  
Grant Park, IL



*Dear Dick and Bonnie,  
Thanks for sharing your tractor and story with us. Considering the 4000 is 37 years old, it's aging very nicely. I thoroughly enjoy gathering the history one tidbit and a time and compiling it into an interesting story. So you're not the only one that looks forward to it. I'm just as guilty. I hope you enjoy Heritage Iron.* - Sherry



**Dear Editor,**

Do you anticipate reviewing and covering farm implements of this time period? Specifically Krause implements folding wing discs and chisel field cultivators from Hutchinson, KS, or Crustbuster folding grain drills, or Hesston hay swathers of Hesston, KS, or Noble folding springtooths and field cultivators, or New Holland self-propelled bale wagons (small rectangular bales picked up on a truck bed), or Green Monster bale trucks (small rectangular bales picked up on a truck bed), or Massey Harris

*Dear Mike,*

*This is not just a tractor magazine. We will cover combines, implements and aftermarket products. As you read on, you will see that we have covered some of the combines and also have a feature on some of the aftermarket components used on the tractors. Later in the M&W series we will cover some of their tillage equipment. It will take a lifetime to cover everything manufactured in the muscle tractor era all but we have an inclusion of many of them in each of the upcoming issues of Heritage Iron. Enjoy!*

- Sherry

**PLEASE DO NOT BEND!**

**Congratulations Sherry!**

Being a serious collector of Vol. 1, No. 1 ag publications, I gotta have the first issue of Heritage Iron and once again, you are right on target with a new magazine zeroing in on muscle tractors and machinery.

I don't know when you'll ever have time to sleep with your additional magazine but I'm sure it will be a winner and you probably don't need sleep anyhow. Dale Wolf, my boss at DuPont Ag and Roy Reiman could get by with four hours of sleep per night and it never slowed their creativity. So, now I know another genius who can "git 'er done" with minimum down time in the down.

Best of luck to you, Sherry.  
John Harvey  
Wilmington, DE  
www.classictractors.com

Combines Super 27, Super 90, or Massey Ferguson combines 410 ?????? These were pieces used on our farm back then. All of our JD tractors have already been covered. Or is your focus tractors?

Thanks in advance for your reply.  
Mike Brewer  
Wisconsin



Dear John,

Thank you for your kind words and support. Having been around the older tractors for many years, I've noticed a different aura when around the muscle tractors. While the old iron may give you a warm and fuzzy feeling remembering days gone by, the muscle tractors will send a chill down your spine. It's an exciting time in the farm equipment industry with the many revolutionary innovations.

I can tell you now that the quantity of sleep time has been affected by this new magazine, but part of that is because of the excitement of learning about something I didn't know before. It's been quite a ride so far and I can't imagine what the next year is going to be like.

- Sherry



## Sherry,

I still well remember my first encounters operating the "muscle tractors".

The southeastern Pennsylvania area where we live is made up of smaller farms of 100 acres or less under a high state of cultivation. For many years, if any farmer owned a tractor that was larger than 60 hp, it was considered a good-sized tractor.

However, there were several larger farmers in our area, which rented quite a bit of acreage to supply their needs. Since my father had quit farming in 1972 to focus his efforts on his growing farm supply store, our 50 acres were rented to the Paul Hursh family.

Since Paul needed some part time seasonable help, I as a 15 year old was pressed into service. The Hursh family's largest tractors consisted of a black stripe International 966 and an

International 1066. Neither of these had cabs. Operating these tractors to fit land for planting was quite a thrill for this young fellow that had only operated much smaller tractors.

The ultimate came when I got the chance to operate their newly purchased International 1086 with a cab pulling a Glencoe Soil Saver chisel plow. This 15 year old, thought life didn't get any better than this! More than 30 years have passed since those days and I still remember them like it just happened yesterday.

In closing, let me say, you have my best wishes for continued success in your new undertaking with Heritage Iron.

Landis Zimmerman  
Ephrata, PA

Landis,

Thank you for sharing your muscle memories with us. I've known you for 16 years and never knew you ran a big tractor like that. I think we can all remember the first muscle tractor we drove. For me it was an Oliver 990 with the 371 GM engine. As the bumper sticker says "A man never forgets the first girl he ever kissed or the first tractor he ever drove."

- Sherry



## Heritage Iron,

How about a story on the MF 180 tractor? In the early 1960's it was a big change from the MF 65s and 85s. It came stock with all kinds of comfort features and was a nice tractor. Who where the people who designed it? I own two of them. They age well, have tight front ends and turn sharp.

Marty Colyer

Marty,

With 65 pto horsepower, I wouldn't consider the MF 180 a muscle tractor but it was definitely

in the muscle tractor era and deserves recognition. It was a big step up and Massey marketed the tractor as "The rugged new breed." Why don't you send us a picture of one of your tractors? Pictured here is the tractor used on the sales literature for the Western tractor in 1966.

I'll do some research and see if I can find out who the designers were for an upcoming story.

- Sherry



## Hi Sherry,

I've been reading Oliver Heritage for a while now, and I have to say that I am excited about your new magazine, Heritage Iron. I have been competing in tractor pulls for the last 24 years with my Cockshutt 50 deluxe and I am currently getting close to finishing up a new puller - a big-cube Moline U. But, if I had the space, a bigger hauler and A LOT more money, I would be building a "Muscle Tractor".

I have always loved the muscle-era tractors. All of the different companies really did something right when they

figured out that a turbocharger worked rather well when sitting on top of a 6-cylinder diesel! When I was little (now we are talking the early 70's, here), I can still remember watching a tractor pull at Flemington, NJ. This was actually a dead-weight pull on blacktop! But, I can vividly remember seeing a D-21 Allis squaring off against an IH 1206 AND a G1000 Moline!

I didn't even know that they MADE tractors that big! (We were farming with a Case 730, a Farmall MD and Wd 45 Allis at the time). Talk about making a lasting impact on a child. I still wish that I had any one of these tractors.

So best of luck to you with your new magazine, Sherry. I know that it will be done well and have plenty of great content! Let me know if you're ever in the Northeast. Maybe you could come to a tractor pull and see the new Moline!

Take care,  
Chris





If you ♥ tractors, You'll ♥ our goodies!

New



### 2009 Calendar (Our 20th Edition!)

"Wanted: More Horsepower." The cover/caption explain that as farms expanded, farmers needed lots more horsepower in the 1970s. Jon Kinzenbaw (KINZE, Mfg.) repowered this John Deere 4520, a signal of super-size tractors to come. Other gold standard tractors include a 1968 Allis-Chalmers D-12, a '54 Brockway, a '35 John Deere A0, a '76 Steiger Panther, a '35 Plymouth, a '63 Farmall 806D. Also, a '36 Case CC, a '61 Cockshutt 450, a '28 Hart-Parr 12-24, a '68 Massey-Ferguson 185, a '61 International 4300, and a '38 Graham-Bradley. An Allis-Chalmers combine museum, featuring All-Crop combines, is featured in the "Classic Farm Machinery" section. This beautiful calendar (14x22-in.) with dazzling photographs, will enhance any room in the house. A perfect present for those "hard-to-buy-for" guys – and it lasts all year long! **Still Only \$10 each**

**1** **SPECIAL** **3**  
Get 3 Calendars & the 2009 Video **2**  
ALL for \$45

This is the only tractor calendar with a companion video that features the tractors and owners "live and in color." Both calendar and video are "highly sensational."

#### New 2009 Video Production is Wholesome Family Fare

Kids of all ages, from 3 to 103, will savor every moment of this video production, produced by professionals. Owners share fascinating facts about their "babies." They start the engines and drive their classics. These tractors are better than new, and, by saving them, it means their history will live on for years to come. We salute the Classic Tractor Collectors who save, restore and share their treasures. Runs for 70 minutes plus. It's a keeper. Select DVD or VHS. **Only \$27 each**



## Help Us Celebrate the 20th Anniversary of the Classic Farm Tractors Calendar



Get this stunning 24 x 30-inch full-color poster that features the 20 spectacular covers that have appeared on the Classic Farm Tractors Calendar from the inaugural issue in 1990 to the 2009 edition. Frame it and hang it! It's bold and beautiful, and will brighten any family room, office or showroom.

This poster is both admirable and informational. Tractors and their owners are listed from each calendar, identifying the tractors' year-of-make, model, and the owners' names and states.

Makes a perfect present for a tractor collector of any age. **Only \$20 each**



**5**  
Handsome Red/White/Blue Cap Celebrates "20 Years of Classics" One of the best-looking caps to come down the pike, the 20 stars symbolize the 20 editions of the Classic Farm Tractors Calendar - The Original. Adjustable strap - cap fits any size head. **\$15 each. Get 3 for \$40.00**

**6** Join Our 20th Anniversary Celebration!  
This is a New, Premier Video Production **\$30 each**

"20 Years of Classics" is a spectacular review of the beautifully-restored vintage tractors, and their proud owners, that have appeared on all the Classic Farm Tractors Calendars. You might say the video production is a Classic, too – More than an hour of marvelous memories. The tractors' colors are as different as those in a rainbow. Many are tractors "like Dad had," and the video is for kids of all ages, as wholesome as the Sunday morning church service, and delicious as home-made ice cream.



### Magnificent New 1/16 Model Honors First Big Bud Built

Toy tractor experts say this new model of the first Big Bud, the HN 320, is as exacting of any they've seen. "It's extraordinary...the details are incredible." Like its big brother, the Big Bud 16V-747, the largest tractor in the world, the real tractor was built in Montana. The H stands for Hensler, the N for Nelson. It was Willie Hensler and Bud Nelson that formed the Northern Mfg. Co. after their Wagner dealership was stripped away from them in Havre, Montana. Big Bud tractors like this one can still be seen in wheat fields in the Great Plains; many remain in north-central Montana. If you collect toy tractors, this big, bold and beautiful model is a must. **\$250 each.**



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# M&W GEAR

## COMPANY HISTORY PART I by Sherry Schaefer

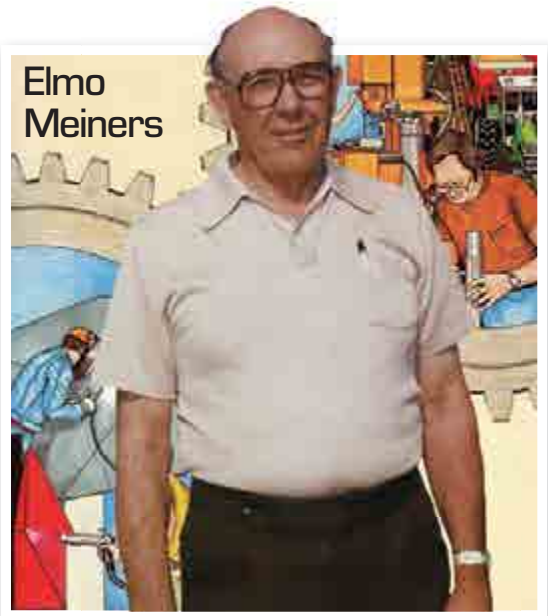


M&W branch office and warehouse in Des Moines, Iowa

M&W headquarters in Gibson City, Illinois totalling over 210,000 square feet of plant and warehouse facilities.

M&W branch office and warehouse in Memphis, Tennessee

**M**any innovations have come about through the years and the name associated with those will go down in history. Thomas Edison has been credited for giving us the light bulb. John Deere received credit for giving the world the steel plow. But if there is a name that should be associated to giving the farmer “more power”, it should be M&W Gear. This company grew into one of the largest providers of products to improve performance in farm equipment. Then, when the tractors had maximum power, M&W built implements that were designed for the more powerful tractors.



Elmo Meiners

The list of their innovations and improvements is lengthy. It ranges from the IH 9-speed transmission to grain dryers and even golf carts. Over the course of the next year, Heritage Iron will introduce you to many of their products and the men who designed, built and sold them. It is a story that is long overdue.

M&W Gear is the brain-child of Elmo Meiners and Art Warsaw and got its start in Anchor, Illinois in the late 1940's. Elmo was a grain farmer and also owned the local elevator, Meiners Grain Company. Art was the owner of the local IHC dealership. Farmers expressed their dissatisfaction



Rockford Rural schoolhouse which was the first factory of M&W Gear

with the lack of speed ranges available in the Farmall M. There was a huge gap between 4<sup>th</sup> and 5<sup>th</sup> gear, which discouraged many people from buying the tractor or getting the most efficient use out of it. Art discussed this problem with his friend, Elmo, and together they set out to find a solution.

Work started in the basement of the Meiners Grain Company to build an auxiliary transmission kit, which became known as the 9-speed transmission in 1948. The first prototypes were built out of wood. For the pattern, a circle was

drawn on the wood and then holes were drilled around the circle with the center of the hole centered on the circle's line. When all of the holes were drilled, the circle was cut out and then it looked like a gear with teeth. After \$50,000 of personal investments and six months of field-testing, Elmo and Art had their first successful prototype.

The first 9-speed transmission was installed in Elmo's brother's 1941 Farmall M. This tractor became their demonstrator and was affectionately named "Bertha". To promote

**“If it doesn't improve performance or reduce costs – forget it.”**

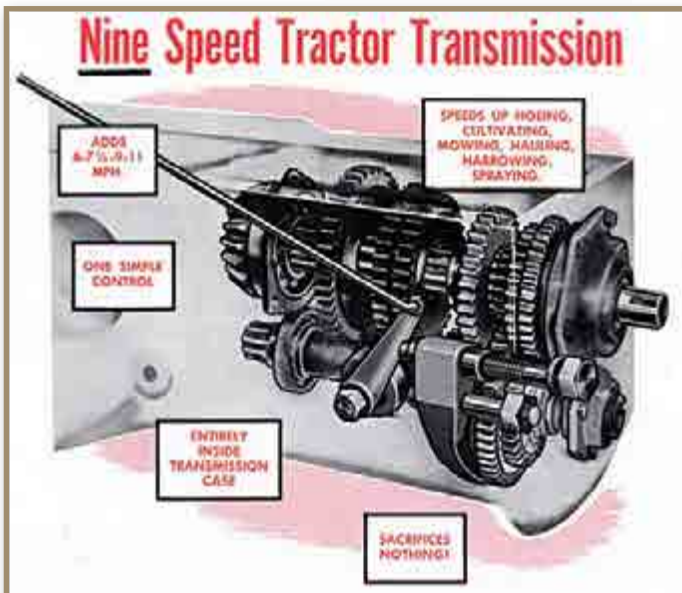
**- Elmo Meiners**



their new transmission, Bertha was loaded on a truck and began her Midwest tour to IHC dealerships throughout the grain belt.

By the fall of 1948, Meiners and Warsaw formed the M&W Gear Company and began to manufacture the 9-speed transmission for a retail price of \$159. M&W was focused on

providing a product that was better than the original equipment. Gears for the transmission were ordered from the Illinois Gear Company using a drop forge method of manufacture. This assured that each gear was strong, thus preventing breakage, which would be disastrous to the newly formed company. The teeth were coated





An example of early products that were the foundation of M&W Gear

# M&W Pow'r Products

## Up-Date Tractors . . .

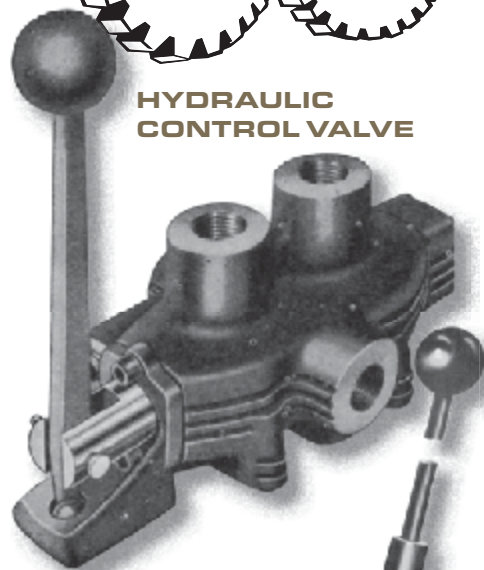


**. . . Give The Extra Power Your Customers Want  
M & W Live Hydraulic Systems Give Them  
Continuous Live Hydraulic Action**

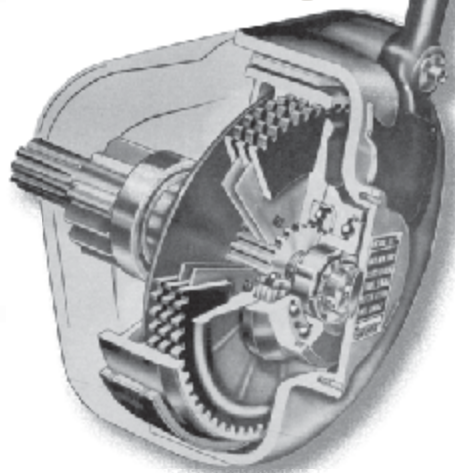
M & W Live Hydraulic Systems for Allis Chalmers, Case, Farmall, Minneapolis-Moline, and Oliver Tractors give instant power—greater capacity for handling heavier lifting jobs. Operates completely independent of transmission clutch and the pto. This direct engine-driven, instant response system hydraulically operates both mount-

ed and pull-type equipment. You can help farmers save up to 40% of the time previously needed to clutch and shift gears.

M & W Live Hydraulic Systems give you two-way opportunity for profit—in the sale, and in the installation of the unit. Up-date tractors with M & W Live Hydraulic Systems.



**HYDRAULIC CONTROL VALVE**



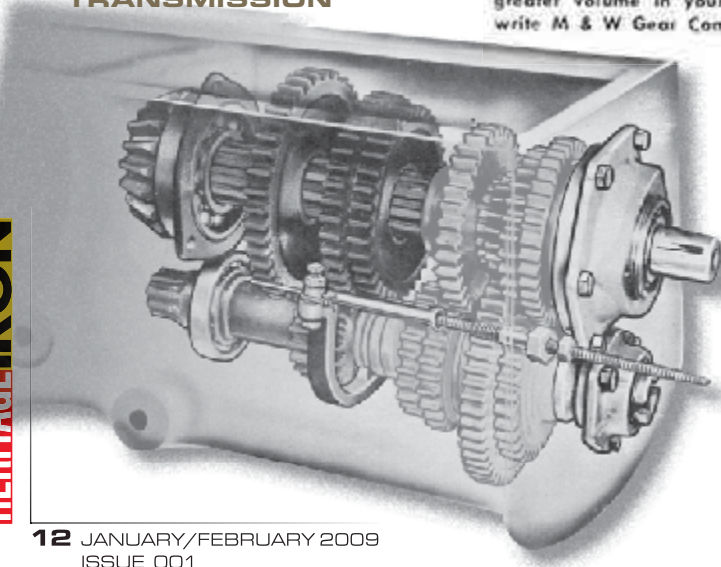
**LIVE PTO**

### **M & W Live-POW'R P.T.O. Provides Constant Auxiliary Engine Power**

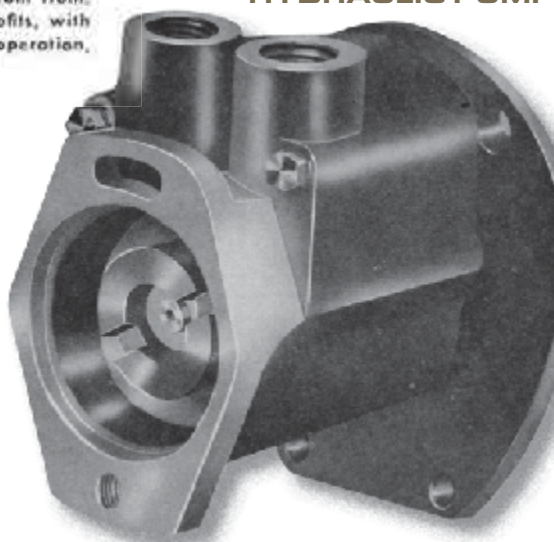
With M & W Live-POW'R Power Take-Off, Farmall owners can keep their pto-driven equipment at constant operating speed regardless of tractor travel. Lodged crops or heavy windrows can be handled without slugging. Tractor can be slowed or stopped completely while pto machine clears itself. At harvest time overloads are relieved on combines, forage harvesters, ensilage harvesters, balers or corn pickers by simply moving the

convenient hand lever. M & W Live-POW'R PTO provides continuous, time-saving power straight through with no shifting, no tiring foot clutch work. Compact installation clears all mounted equipment. Separate models designed for Farmall H, M, Super H and Super M tractors. Write for additional information about the complete line of M & W tractor improvement products.

### **9-SPEED TRANSMISSION**



### **HYDRAULIC PUMP**

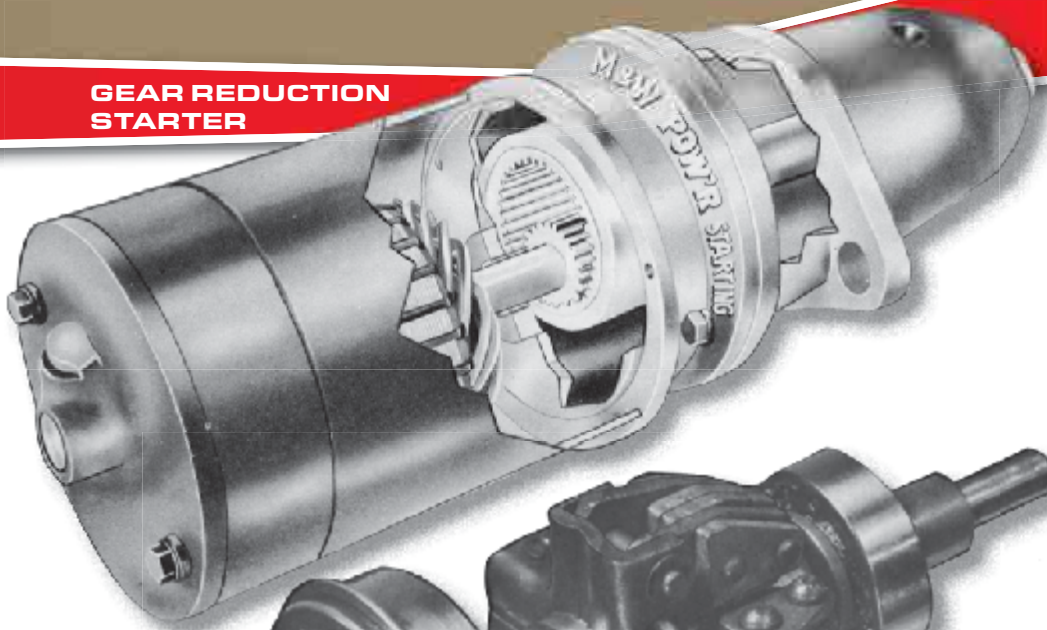


Progressive M & W engineering makes the M & W Franchise one you can be proud of—and profit from. If you are interested in adding to your profits, with greater volume in your sales and shop operation, write M & W Gear Company.

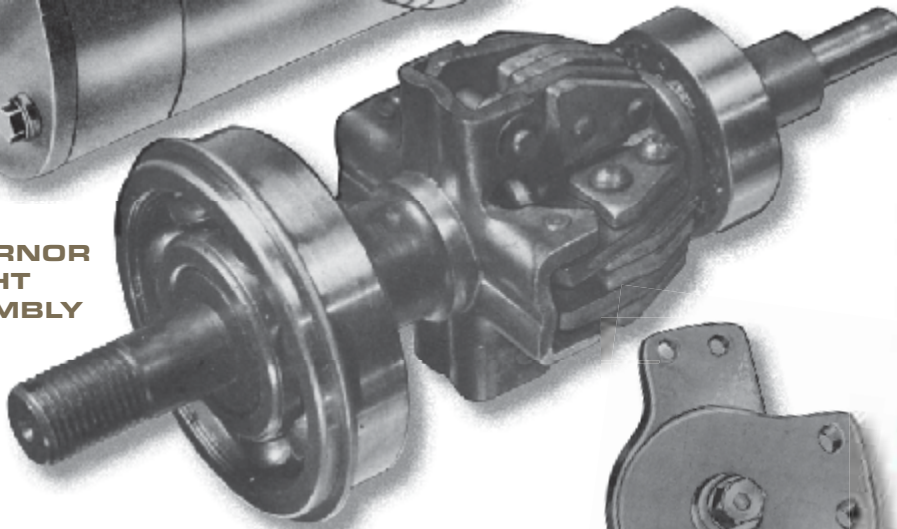
**HERITAGEIRON**



**GEAR REDUCTION STARTER**



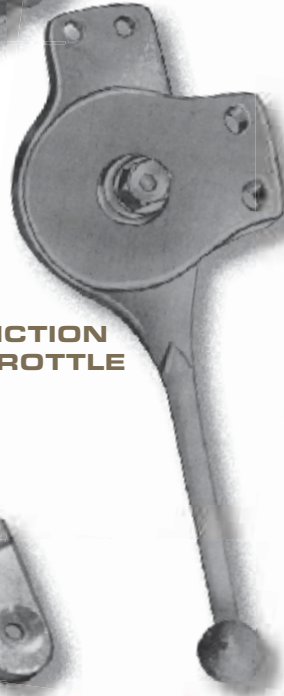
**GOVERNOR WEIGHT ASSEMBLY**



**GOVERNOR LINKAGE**



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POWER**



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HYDRAULIC ACTION**



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FOR FARMALLS**



M and W 9-Speed Transmission gives Farmalls a complete range of work-selected speeds — 4 more field speeds (6, 7 1/2, 9 and 11 mph.)

**NEW PTO  
USEFULNESS  
FOR FARMALLS**

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**M & W TRACTOR PRODUCTS**

M & W GEAR CO.

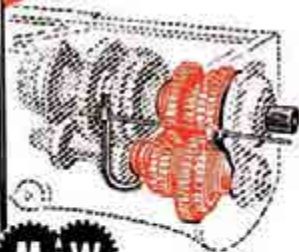
107 GREEN ST.

Anchor, Illinois



## FOR FARMALLS

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**GREATER DRAWBAR PULL**



**M & W "ADD-POWER" ALUMINUM PISTONS**

These larger aluminum pistons and machine-cut sleeves get more work from every drop of gas with efficiency never before possible. ADD-POWER Pistons with 4 inch bore and 14 cu. inches oil-dip displacement give Farmalls stepped-up power to do more. Chrome piston rings for longer life. Weight-balanced pistons cut vibration to a minimum. Complete with pistons, sleeves, pins and rings for any Farmall H or M.

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**M & W MORE WORK DONE THE MODERN WAY**

**M and W GEAR CO. INC.**  
DEPT. 31 ANCHOR, ILLINOIS

**M & W PISTONS and SLEEVES**



with a special alloy to reduce wear and they were crown shaved so that the load-bearing surface was in the middle of the tooth instead of on the tip. Even though these gears were more expensive than others used, it gave the company a real boost in reliability and proved to be a good investment.

Orders began to pour into M&W Gear. Shipments of parts began to arrive at the grain elevator where assembly was done in the basement. The two men couldn't keep up and the basement of the elevator was soon too small. In the first year alone, they sold 1,400 transmission kits.

Knowing that they had to do something soon, they purchased an old abandoned Rockford Rural Schoolhouse for \$325. They hired six employees who did the final assembly and shipped the kits to the dealers. Before long they were sending out 1000 transmissions per month. They grew so fast that even the Illinois Gear Company couldn't keep up.

M&W then turned to Fairfield Manufacturing of Lafayette, IN to become their supplier. This was a much larger facility that was able to supply gears in the quantities required by M&W.

Art and Elmo had made a vast improvement in the Farmall tractors but they were not finished. In 1951, M&W introduced the oversized pistons, which took the bore on a Farmall M from 3 7/8" to 4". This took the horsepower of an M from 36 to 45. Sales skyrocketed and before long, farmers were demanding that the new M&W sleeves and pistons were installed in new tractors

before they were delivered to the farm.

Soon, even the schoolhouse wasn't big enough for the growing business. Operations were moved to a building in Anchor, just across from the grain elevator where it all began. In 1952 M&W grossed over \$1,400,000 dollars with the sleeves and pistons accounting for 65% of sales.

M&W decided to reach farther than the Farmalls. In short order they were offering these kits for twenty-eight different models of tractors. Many tractor companies did not welcome the work of M&W. Many said the extra horsepower would push the tractor to its limits and cause failure in the drive train. In most cases, it did the opposite. JD dealers refused to sell M&W products. IH dealerships owned by the company were forbidden to sell M&W products. But stores that were independently owned realized the increase of sales and welcomed M&W.

IH Corporate realized that M&W was heading in the right direction with some of their products and it did point out some of the weak points in the older models. IH set out to make the improvements on their own so the farmer didn't need to turn to M&W, hoping to squeeze them out of business.

Art Warsaw felt that the company had reached its peak since IH was already incorporating improvements on their new models. Up until this point, Art was a bachelor and lived upstairs in the same house with Elmo and his wife. He told Elmo that he had made enough money to

last him a lifetime and wished to sell out his share of the business. So in 1954, Art sold his share to Bill Ertel of Indianapolis, IN. Ertel Products manufactured pistons, water pumps, valve guides and other products.

Art remained with Elmo for a few more years as an employee. He soon married and started a family and decided that he did NOT have enough money to last him a lifetime. Thus he started his own business known as A&W Dynos in Colfax, IL in 1957. That's an entirely different story for another issue.

In the mid 1950's farmers were demanding more improvements to their old tractors in order to keep them from becoming outdated. Live PTO was one of those improvements. IHC offered this option on the Super M in 1954 but that didn't help the older models. Obviously IHC wished to sell new tractors, not products to keep the old ones going. M&W Gear saw an opportunity and came out with the live PTO kit for the older tractors.

M&W live hydraulic kits weren't far behind as well as the friction throttle. With the higher compression created by the oversized pistons, a more powerful starter was required. This was accomplished with a gear reduction unit that was mounted between the bendix and the starter motor. This reduction resulted in 73% more cranking power without purchasing a new starter. Other products such as the M&W add-Pow'r Governor and the Super Snoot added to the success of the company.

In 1955, M&W began their move to Gibson City. They took up occupancy in a garage at 523 South Sangamon. The company now had its own engineering department employing two engineers and four draftsmen.

In 1964 the company purchased land on the south side of Gibson City and erected a large modern manufacturing facility with over 100,000 square feet under roof. Soon this was not big enough and 5 years later they had expanded to 250,000 square feet. The facility had a modern R&D department and an in-house advertising and printing department. In 1969 they bought their own foundry in Pekin, IL to make many of the cast products sold by M&W.

M&W had five branch houses located in Des Moines, IA, Memphis, TN, Lansing, MI, Columbus, WI and Columbus, NE. There were 9,000 dealers scattered throughout the US and over ninety factory trained specialist to assist farmers and dealers. In addition Elmo had a 4800-acre test farm where each product was tested to the limits. According to Elmo, 75% of the products tested didn't make it past the field. He had a sign hanging in his office. **"If it doesn't improve performance or reduce costs – forget it."** This was his motto and he stuck to it. He was also the type of many who wouldn't ask anyone to do anything that he wouldn't do himself. He stood behind his products and his long-term warranties proved it. Some companies offered a

90-day warranty on their piston and sleeve kits. If you overhauled your tractor in the winter, the warranty had run out by the time you got to the field. M&W Gear had a warranty that lasted one full year or 1200 tractor hours, whichever occurred first.

Over the next 25 years, Elmo turned the company into a major short-line company producing, tillage tools, wagons, turbos kits, grain dryers and many other products. He retired from M&W in 1989. Elmo was not one to sit around waste his energy. He started another company during the 1980 and continued to work with his "other" business after his retirement from M&W Gear. You'll learn more about "Elmco" in the next issue of Heritage Iron.

Today M&W Gear is owned by the Alamo Group and still producing tillage tools and many other products in the same facility that Elmo built during the 1960's.

Elmo Meiners did not set out to build the most powerful components to be put on a tractor. He set out to develop products that would make a tractor work more economically. Their trademark saying was "Products for Profitable Power Farming". Profitability was the key. Their innovations weren't just to get the farmer to the other end of the field ahead of anyone else. It was to get you there with less strain and more fuel in the tank after a comparable days work:

- More Drawbar Power
- Better Fuel Economy
- Longer Engine Life

In the next issue of Heritage Iron, we'll take a closer look at some of the products offered to make your machine a true "muscle tractor."

**Products made famous by M&W Gear**

- M&W Dynamometer
- Turbo Dome Pistons
- Little Red Wagon
- Perfect Kern'l Dryer
- M&W 9-speed Transmission
- Jet Black Sleeves
- Super Snoot
- Robot Header Controls
- Fat Fronts
- Earthmaster
- Trashmaster

**SPECIAL THANKS TO:**

Elmo Meiners, Ron Meiners, Diz, Dale, Paul Beilfeldt and the many others who let me talk to them for hours so I could get the "real story". It has been an honor and a pleasure to be in your company.



# THE M&W POWER SHOW

Menu		
HAM SANDWICH		45
HAM <sup>and</sup> CHEESE		55
CHEESE		25
HOT DOG		25
PIE		25
COFFEE		10
MILK		10
ORANGE		10
LEMONADE		10
COKE - SPRITE		15
ICE CREAM BARS		10
ICE CREAM CUPS		10
POTATO CHIPS		10
PEANUTS		10
CHEESE CRACKERS		5
SWEET ROLLS		5
CANDY		5
GUM		5
CIGARS		10
CIGARETTES		35

In 1953, M&W orchestrated a demonstration of their products that was open to the public. The first M&W Power Show was held at the Carl Albert's farm in Colfax, IL and was a one-day event. This show grew tremendously into a national event. Other manufacturers set up tents to show their products and it drew crowds up to two-hundred thousand during the 3-day event. With a large crowd of voters on hand, many political dignitaries made their appearance known at these venues.

This event incorporated a true display of horsepower. Tractor pulls became a competitive way for a real demonstration of power. Many of the competitors used every power aid component available from M&W.

When these pulls started, a young man from the Chicago area was enlisted as the announcer. That man was Orion Samuelson. This event lasted for 20 years with the last power show held in Anchor in 1973. It left its mark on the industry and set the bar for future farm shows.



A young man working for WGN radio served as the announcer for the tractor pull giving the winner his trophy as Elmo Meiners smiles in the background, probably because he sold the winner the pistons he had in his tractor. The young announcer is none other than well-known ag personality - Orion Samuelson



Ahhh, the good old days of tractor pulling when men lined the sides of the pulling track then jumped on the sled as it passed by.







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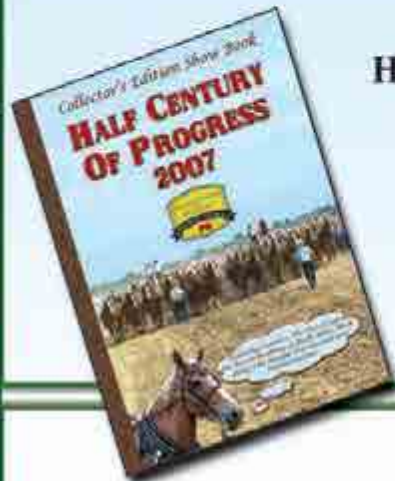
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HERITAGE  
IRON



# HOMES EVERY COLLECTOR SHOULD SEE!

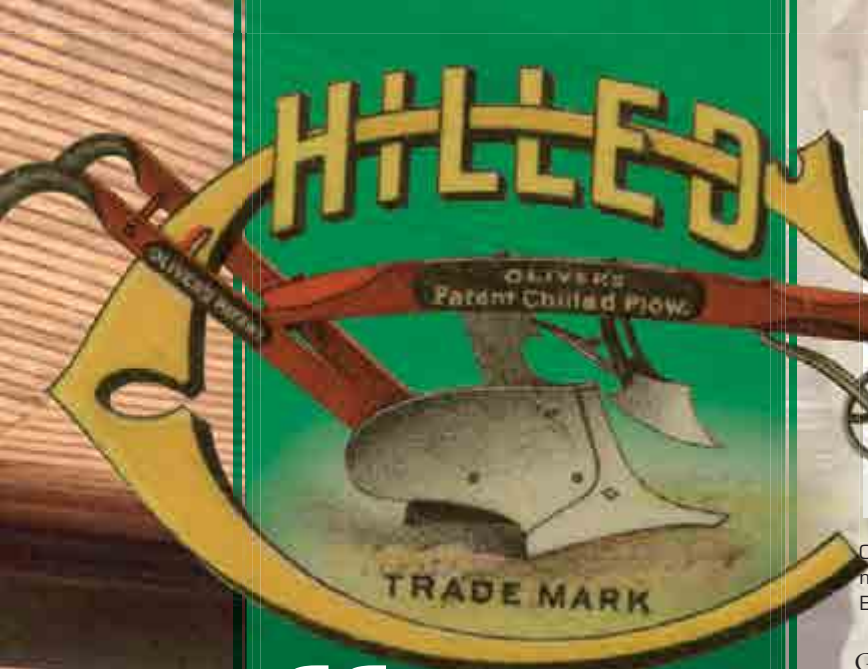
## Part I THE HOMES OF OLIVER

by CINDY LADAGE



The Oliver name had a bold appearance on the farm equipment market from 1855 until 1976. By 1976 none of the Oliver family members held any shares in the company. White Motors, the parent company of Oliver, had acquired Cockshutt and Minneapolis-Moline. Not wanting to own three separate farm equipment companies, they were all lumped together to form one. The tractors were redesigned to become White tractors with a metallic silver paint. On February 13, 1976, the last tractor to bear the Oliver name rolled off the assembly line in Charles City, Iowa, ending 121 years of Oliver and the familiar Meadow Green color.





On the back of this vintage 1908 postcard is the handwritten message " Dear Ethel, This is the home of the richest man in South Bend. - Dorthea"

“Not another tractor show!” says the spouse of an avid collector that is sure they are about to be dragged to yet another show. Won’t he or she be surprised and hopefully delighted to learn that their collector decided instead to offer them the softer side of the hobby and take their beloved to tour a historic house. Not just any historic home, mind you, but one that has a famous owner, with an antique tractor connection.

Get out your calendar and start making plans to get out and see some of the great history behind the men and women that designed the equipment you have come to admire. This is the first of a series of articles about places you can go to learn a bit about the history of your favorite equipment heroes while becoming a hero in your own home.

Variety is the spice of life they say, so rev up your visits with a tour of one of these historic homes. Whether you are an Oliver fan or not, the two homes I mention below are worth seeing.

From the history I dug up, James Oliver traveled from Scotland to Indiana at the age of eleven and eventually became famous when he developed a technique to make iron plow blades as hard and resistant as steel. The “Oliver chilled plow” made Oliver a household name and a famous person in the South Bend, Indiana area and the world beyond Indiana as his design soon became known worldwide.

While James was a known genius with equipment, it was James’s son, J.D., that helped him make the business a financial success. Using the money





from his ventures, J.D. Oliver built the beautiful mansion called Copshaholm.

The Copshalom website shares a bit about the house. "It was over 100 years ago that 20th century industrialist J.D. Oliver his wife, Anna, and their four children moved into their new home at 808 West Washington Street--

family until it was donated to the Center for History Museum. Along with a museum that offers history of South Bend (which includes some Oliver history as well) a collector can tour both the home and Center for History Museum for the same small fee. Culture and a tractor related trip, what more could a collector want?

father, James, inventor of the chilled plow. Copshaholm is built of native Indiana fieldstone. The stones were cut on site by masons brought from Europe. Copshaholm was one of the first homes in South Bend to have electricity, with power being generated by the Oliver Chilled Plow Works. Surrounding Copshaholm

The home and Center for History Museum is open Monday through Saturday, 10 a.m. to 5 p.m. Sunday, 12 to 5 p.m. Tours are offered at 11 a.m., 1p.m. and 2 p.m. Monday - Saturday, and 1 and 2:30 p.m. on Sunday. The tour starts off a brief video presentation and the tour lasts approximately 90 minutes. The only downside is

**“Copshaholm was one of the first homes in South Bend to have electricity, with power being generated by the Oliver Chilled Plow Works.”**



Copshaholm as they would later name it. Built in 1895-96, Copshaholm is a 38-room Romanesque Queen Anne house designed by New York architect Charles Alonzo Rich.”

The original furnishings remain just as the house was when the last owner lived there. The home remained in the

The website <http://www.centerforhistory.org/cops.html> added a bit of information about the Olivers and this magnificent house. “...J. D. Oliver was president of the Oliver Chilled Plow Works located in South Bend, Indiana. The company was founded by J. D.’s

are 2.5 acres of landscaped gardens, including a garden tea house, formal Italianate garden, rose garden, pergola, tennis lawn, and fountain. Copshaholm and its gardens are listed on the National Register of Historic Places and Copshaholm is registered as an American Treasure.”

that the homes are not handicapped accessible.

While the beautiful Copshaholm is the crown jewel of the Oliver homes in South Bend, there is another different option as well. You can tour and actually stay the night at a home formally owned by the Oliver family.



Tom and Alice Erlandson own the Oliver Inn, which is a beautiful Victorian bed and breakfast. The home is connected to the Oliver family because in January 4, 1897, James Oliver bought this home for his daughter Josephine Oliver Ford.

The Fords lived in the home until Josephine died and

her niece, Gertrude Oliver Cunningham and her husband, Frederick, moved into the house in 1918. Tom and Alice Erlandson shared, "After Gertrude's death in 1987, at the age of 99, her children donated this home, as well as the home of their grandparents "Copshaholm", to the Northern Indiana Historical

Society. The Cunningham home was sold to help establish an endowment for the maintenance of Copshaholm, the family mansion, as a museum of the Society."

You can stay at the Oliver Inn and the next day, take a tour of Copshaholm. This makes a nice little getaway and a chance to see some of

the Oliver history up close and personal plus add a little romance in at the same time. Contact Thomas and Alice Erlandson at (888) 697-4466 for details. They also offer a three mansion package which allows a night at the Oliver Inn, a tour of the Inn, a tour of the Copshaholm and the

## OLIVER INN



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**For more information on the homes visit the websites:**

[www.centerforhistory.org](http://www.centerforhistory.org)  
[www.oliverinn.com](http://www.oliverinn.com)  
[www.tippe.com](http://www.tippe.com)  
[www.studebakermuseum.org](http://www.studebakermuseum.org)

Northern Indiana Center for History Museum and dinner at the former Studebaker mansion, Tippecanoe. Right next to the Center for History Museum is the Studebaker Museum - just to add another reason to visit and stay in South Bend. 

**HERITAGE IRON**





F A A R M

1206

DIESEL

HERITAGE  
IRON



# FARMALL

by Sherry Schaefer

**W**ith the introduction of *Heritage Iron*, your muscle tractor connection, it is only fitting to feature the first row crop tractor to surpass the 100 horsepower barrier at the Nebraska state tractor test – the Farmall 1206.



Rod Larson - Sheridan, IL  
Photo by Super T

HERITAGE  
**IRON**





F A R M A L

“The D-361 and DT-361 engines appeared to be similar on the outside, but the DT-361 was internally modified in order to stand up to the extra power of a turbo-charged engine.”



The little brothers to the 1206 were the 706 and 806. Both of those models were introduced in 1963. Although Farmall had planned to introduce the 1206 shortly thereafter, the high-horsepower tractor created a problem that was not easily fixed. Anyone involved in tractor pulling knows that all the horsepower you can get out of a machine doesn't mean a thing unless you can hook it to the ground. The 1206 could hook it to the ground due to a weak point in the link.

The tires of that era were not sufficient enough to take such a high-horsepower delivery. During testing, the sidewalls of the tires were buckling and some of them even spun off the rims. International spent nearly two years working with Goodyear and Firestone to develop a tire that would hold up. In 1965 Firestone introduced the 18.4-38 that was designed specifically for the IH 1206. This tire has reduced lug angle, extra casing and lug strength. After trying for two years to get the 1206 on the market, it was finally a reality.



The 1206 was tested in Nebraska in September of 1965 with test number 910. It put out a PTO horsepower of 112.6 and 99.6 on the drawbar. It was the first two-wheel drive International Harvester farm tractor to be tested with a turbocharged engine. Power was provided by a DT-361. This was the same basic engine used in the 806 but had





the addition of a turbocharger. The 1206 engine had a special hardened seven-main crank. It had larger oil passages, twin jet oil-cooled pistons and a larger oil cooler. The high capacity cooling system and radiator resulted in a 25% increase in cooling.

The turbo on the 1206 was provided by Solar, which was a

subsidiary of IH. Because of the use of a turbo, this tractor was never equipped with a muffler. A 14" ceramic clutch, known as the Dyna-Life, was used and estimated to last five times longer than the older asbestos clutch. The bull gears and final drives were 1/2 and inch wider than those used on the 806.

The 1206 was built as both the International 1206 model and the Farmall 1206. For those unfamiliar with the differences between a Farmall and an International – the Farmall is the Row Crop variation of the International. Therefore, an International 1206 is a standard tread model. A Farmall

1206 is a Row Crop model. The International 1206 has the headlights mounted inside the grill. The Farmall 1206 has the lights mounted inside the rear fenders.

With the introduction of the 1206, International introduced the flat top fenders, known as the deluxe fenders. At this same time, they became optional



Darick Franzen - McHenry, IL Photo by Super T





equipment on the 706 and 806. Very early flat top fenders only had the hand hole cut into the left fender. A hand hole was soon added to the right fender too. A solid right-hand fender is a rarity among collectors today.

The decaling for the 1206 consisted of a white decal wording of "Turbo" placed on the hood

just behind the radiator. On the lower side panels were the words 1206 Diesel in white. This decal continued until sometime in 1966 when it was replaced by a metal tag designed to match that of the 706 and 806.

The Row Crop model had a choice of wide front or narrow front. It was also available

with a front wheel assist option. With this option it was tagged an "all wheel drive". The International was available as a Wheatland model (standard tread) or as an industrial. The industrial variation of this tractor was known as the 21206 and painted yellow, the standard color of the industrial line.

The tractor was built from the ground up to be a "muscle tractor". It used a Category III, 3-point hitch. It had a bigger clutch, dual stage air cleaners with a 55% increase in air cleaning capacity. It had a 25% larger cooling capacity. A bigger tractor meant bigger equipment and the result was the new 700 series

**“The constant increase in acreage of American farms has required bigger and more powerful tractors.”**

– 1966 IH Annual Report






**“You almost forget how big this outfit is – thanks to power steering, power brakes, fast hydraulics and an armchair seat.”**

plow. This 7-bottom automatic reset beam plow was the perfect fit for the new 7-plow tractor.

Although the torque amplifier was a very successful component on the red tractors since 1954, it was not standard equipment on any of the 06 series tractors. The TA could be added for an additional \$320. Most problems that did plague the TA through the years were mostly due to the improper engaging method used. You cannot baby a TA. In order to keep the tractor from jumping, most engaged the TA slowly, which caused the clutch to slip. This was such a problem that one company located in Iowa who rebuilds TAs has recommended removing the solid linkage and using the TA lever to activate an electric switch. The switch automatically engages the TA. By doing this, you eliminate the clutch slippage thus extended the life and service of the TA. When this method is provided by the Iowa company, they will even extend the warranty on their TA.

This tractor was truly ahead of its time. Had tire technology kept up with the 1206, the tractor might have made its appearance in 1963 instead of 1965. Production numbers for the Farmall 1206 were just over 8400 units built. The International 1206 models totaled nearly 1600 tractors, which included the industrial models. This tractor, which has become a favorite among collectors, was replaced in 1967 by the 1256. 





# 1206 TURBO

Mc GORMICK FARMALL  
AND INTERNATIONAL  
TRACTORS



## COMPARISON DATA

SPECIFICATIONS	IH 1206	AC D-21	MM G-1000
OBSERVED PTO HORSEPOWER	110	103.06	101DSL 108 LPG
OBSERVED DRAWBAR HORSEPOWER	98	95.38	96 DSL 94 LPG
CID	361TURBO	426	504
COMPRESSION RATIO	17:1	16:1	
RPM	2400	2200	1800
FUEL TANK	42 GAL.	52	40 DSL
ELECTRICAL SYSTEM	12-VOLT	12-VOLT TWO 12-VOLT BATTERIES	12-VOLT
STANDARD TRANSMISSION GEAR SELECTIONS	SLIDING GEAR 8F, 4R TA: 16F, 8R	CONSTANT MESH 8F, 2R	AMPLI-TORC SLIDING GR. 10F, 2R
WHEELBASE	101"	96 1/8"	103
TREAD RANGE	56-94	70-82	64-96



# F A R M A L L

## **FARMALL 1206**

**1965:** 7501-8625  
**1966:** 8626-12730  
**1967:** 12731-15903

## **IH 1206**

**1965:** 7501-7771  
**1966:** 7772-8491  
**1967:** 8492-9090

(Serial number plate located on the left side of the clutch housing)

**BUILT AT THE FARMALL  
WORKS IN  
ROCK ISLAND, IL**

## **SPECIFICATIONS:**

**PTO Horsepower:** . . . . . 110  
**Drawbar:** . . . . . 98  
**Governed Speed:** . . . . . 2400  
**Fuel Tank:** . . . . . 42 gallons  
**Wheel base:** . . . . . 101"  
**Weight:** . . . . . 8580 lbs.  
**Transmission:** . . . . . 8 Forward – 4 Reverse  
**Transmission w/TA:** . . . . 16 Forward – 8 Reverse  
**List price in 1965:** . . . . \$8002





# FARMALL

## I206 DIESEL

Rod Larson - Sheridan, IL Photo by Super T



HERITAGE  
IRON





# MINI MUSCLE

The Toys of 1970

**B**y 1970, the Ertl Company of Dyersville, Iowa was leading the industry on the manufacture of toys. Fred Ertl, Sr. had retired and Fred Ertl, Jr. had become the president. At this time, the company was no longer family owned but Fred Jr. continued to lead the company until his retirement in 1992.

Ertl manufactured their first toy in 1945 and it was a cast aluminum replica of an Allis-Chalmers WC. It was crude by today's standards and the front axle was actually a nail. But 25 years later, Ertl had taken over most of the business formerly had by companies such as Eska, Tru-Scale, Vindex and Arcade. They were the company to turn to if you wanted a replica made of your farm tractor or implement.

The 1970 Ertl catalog shows nearly 100 different toys offered to toy retailers. The NEW tractors for that year included the Case Agri-King 1070, the Massey 1080 and the Ford 8000. There were many other models available, such as: Oliver 1850, MM G1000, IH 1256, AC 190 plus many more. Implements from gravity wagons to balers that ejected little green plastic bales were available to add to the fun.

Ertl also included the Gleaner combine, New Holland combine and other equipment, Cub Cadet w/cart and

blade and even tilt bed trucks to haul your equipment to the next sand box. The big prize was the Ertl Farm set. This was every child's dream and at one time I had one of these sets in the Oliver variation. Ford and IH also offered a full set, which included a tractor, plow wagons and sometimes a disk. If you had a "Super" farm set, it also included a manure spreader.

If farming wasn't enough to keep your attention, Ertl offered an entire set of construction equipment tagged as IH, Wabco, AC and Caterpillar. These consisted of payloaders, bulldozers, backhoes, disks and sheep's foot rollers.

For the kids that really wanted to go somewhere, Ertl provided the pedal tractors. Available in 1970 were the Ford 8000, The AC 190, the Oliver 1850, the Case 1070 and the IH 856. Each of these were also available with their own trailer to match the tractor.

You may have noticed that no John Deere models have yet been mentioned and there is a reason









The

# MIGHTY-TOW

by Sherry Schaefer

# 4-1-15





**D**uring the 1960's, the construction industry was focused on automation. They wanted to get away from back-breaking labor and reduce manpower. The Kennedy Administration was dumping money into construction in order to boost the economy. With this combination, there was more of a demand for construction equipment than ever before. Many ag tractor manufacturers were already building an industrial versions of their tractors but the demand was for higher horsepower models that could do more work.

In the early 1960's a national organization was formed called the Industrial Equipment Manufacturers Council. The function of this organization was to provide industry data, sales numbers, trends and general information to the industrial manufacturers. Companies used this data to make their manufacturing decisions.

Many of the ag companies such as IH, JD, AC, MF, Ford and Oliver, were members of the IEMC. The council reported that its members sold at retail over \$400 million in 1966 and predicted that sales would exceed \$1 billion in 1972. This was a growing market and the larger ag tractor manufacturers wanted in on it.

While most manufacturers had industrial models, Oliver formed the Contractors Equipment Division (CED). This division operated separately from the ag division and had their own industrial dealers. They even had

their own traveling road show used to promote the product line, known as Industrial Progress in Action.

Until this point, Oliver used the same numeric designation for its ag and industrial models. There was an Oliver 1950 ag model but the same basic model in the industrial line was also known as a 1950. However, the CED announced that effective January 1, 1967, all industrial models would have a new number designation and a new name. It was the "Mighty-Tow" tractor line. The back-hoes became known as Mighty-Hoes and the forklifts became Mighty-Lifts.

The numeric designation was easy to decipher. The first number identified if it was 2-wheel or 4-wheel drive. The second number was the designated horsepower rating. The 4-144 Mighty Tow was a 4-wheel drive model with 144 horsepower.





**“The 4-115 was powered by a 4:53 Detroit engine or as many refer to it, the Screaming Jimmy.”**



Tractors that were up against the 4-115 during its peak production consisted of the IH 21206 and the JD 700A. The IH model was available with front wheel assist but the JD was not.



The smallest tractor in the Mighty-Tow line was a 2-44. This tractor was the industrial version of the Oliver 550. The largest tractor in the series was the 4-144 EHD. This was the industrial version of the Oliver 2150. The EHD designated “extra heavy duty” which represented planetary axles on both the front and back axles of the tractor.

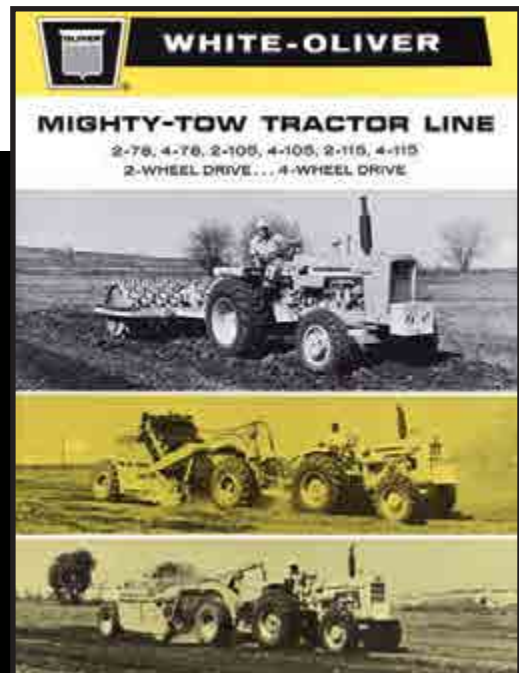
White Motors owned both Oliver and Minneapolis-Moline. They operated separately for many years but in 1969, White decided to throw them both together. The White Construction Equipment (WCE) division was formed as a new division of the White Motor Corporation, replacing the former CED. The Oliver name was removed from the tractors and replaced with the White name, but only on the industrial models.

The 4-115 was powered by a 4:53 Detroit engine or as many refer to it, the Screaming Jimmy. It was a real brute and they were

quite popular in both ag and industrial. With the Hydra-Power Drive Transmission in the 4-115, the operator had 12 forwards speeds. With the pull of a lever, you could increase pull 36% while reducing travel speed only 25%. This machine was favorable to the road builder and land developer.

A typical load for this machine was a 12-yard elevating scraper or a 9’ offset disk with 26” blades. When hooked up to railroad cars or wagon trains, it had a drawbar pull of 12,900 pounds. It could be weighted up to pull twin 60” rollers weighing 40,000.

Oliver started to build the Industrial 1950 in 1965 as a replacement for the 1900. Of course in 1967 it became the 4-115. The ag model was phased out in 1970 with the introduction of the 55 series Olivers. However, the 4-115 lived on in very limited numbers until 1974. From 1970 through 1974, there were on the average, less than 75 built per year.



**“It was a real brute.”**



The 1965 Price Sheet shows what was standard equipment on the 4-115 before options were added. Bare weight was 13,000 pounds.

**Dupont Nason Paint Code**  
**Yellow - YS2731E**  
**White Frost - P73561E**

## MODEL 4-115 MIGHTY TOW TRACTOR REGULAR EQUIPMENT

Four Cylinder 2 Cycle "GM" Diesel Engine.  
 Electric Starter.  
 Safety Starter Switch.  
 Oil Pressure Gauge.  
 Water Temperature Gauge.  
 Thermostat.  
 Fuel Gauge.  
 Tachourmeter and Speedometer.  
 Alternator.  
 Muffler.  
**Transmission with 6 Speeds Forward and 2 Reverse.**

Standard 14" Clutch.  
**Wheels:**  
 Front Pressed Steel with 14.9-24-6-R4 Tires (L22-K35).  
 Rear Cast Iron with 23.1-30-8-R4 Tires (H44-122-G74).  
 J-23 Inner Wheel Weights.  
 Cigar Lighter.  
 Air Stack Cap.  
 Triple Disc Differential Brakes.  
 Crown Type Rear Wheel Guards with Shock Mounted Lights, Step and Platform.

Standard Tread Rear Axles.  
 Upholstered Seat, with Spring Suspension (T52).  
**Three Position Tilt-O-Scope Power Steering.**  
 Extra Heavy Wide Swinging Industrial (S. A. E. Class D) Drawbar. (P-18).  
**Painted Highway Yellow.**  
 Anti-Freeze (U. S. and Canada only).  
 Dry Type Air Cleaner—99.7% efficient (Includes Service Signal Gauge).

	Spec. No.	Code	Wght. Lbs.	List Price	NET
					CC Inb. Frt. Ⓔ and Mtg. Chge. Ⓕ
Model 4-115 Mighty Tow "GM" Diesel Tractor with Wide Swinging Drawbar	495-92001	1017A478	----	\$13214 00	-----

## GED RETAIL SALES

TRACTOR	1965	1966	% INCREASE or DECREASE
9-34 H.P.	10,053	8,931	- 11
35-39 H.P.	9,841	10,887	+10
40-49 H.P.	11,309	14,012	+24
50-59 H.P.	2,035	3,723	+82
60-69 H.P.	643	799	+24
70-79 H.P.	230	389	+26
80-99 H.P.	276	440	+60
100 & Over	892	753	- 15
<b>Total</b>	<b>35,279</b>	<b>39,934</b>	<b>+ 13</b>



## BEFORE THE RESTORATION



**4 115**

The tractor pictured in this story is the 4-115, which is the industrial version of the Oliver 1950. This particular tractor is a 1966 model that was shipped to the Oliver branch in Memphis, TN. It was sold through the Little Rock dealership of Rushing and Mason. It was used as the lead tractor for a cable plow crew. Whenever the cable plow tractor got stuck,

this tractor was used to keep the operation going.

When Van Doosing and his son, Brandon located this tractor, it was in rough condition. It only had 4200 on it but had spent most of its life outside. It was a running model but they wanted to make sure it was mechanically sound. They put new bearings and seals in the engine, replaced all hoses






and belts, put a new radiator core in it and went through the transmission. When they pulled the filter out of the air cleaner out, it still had the date of 1965 on it, indicating that it was the original filter placed in the tractor when new.

Once the tractor was returned to perfect mechanical condition, they stripped it down for a perfect paint job. Brandon has a degree in autobody and put an automotive finish on the tractor. When trying to match the paint, they narrowed it down to three choices. Brandon took three small bottles of paint and painted stripes on the inside of the panel that still had good paint on it. They were set to dry overnight. From a distance you could see two of the stripes but one of them appeared invisible. That was the paint chosen since it seemed to be the perfect match.

Today the tractor leads an easy life, going to a few shows and waking up anyone in its path with its roaring GM engine. Many people ask why they didn't paint it back to green but anyone who has seen this tractor will realize that leaving it in its industrial clothes was the best choice.

In recent years, the industrial line has become more collectible. Many of the industrial versions had different gearing than the ag models. Some were strengthened with thicker frames, heavier wheels, etc. With most brands, there are more differences between the ag and industrial models besides the color. So if you're thinking about painting that industrial model green, red or any other color, think twice. Remember an industrial model is much tougher to find. 

**“Today the tractor leads an easy life, going to a few shows and waking up anyone in its path with its roaring GM engine.”**





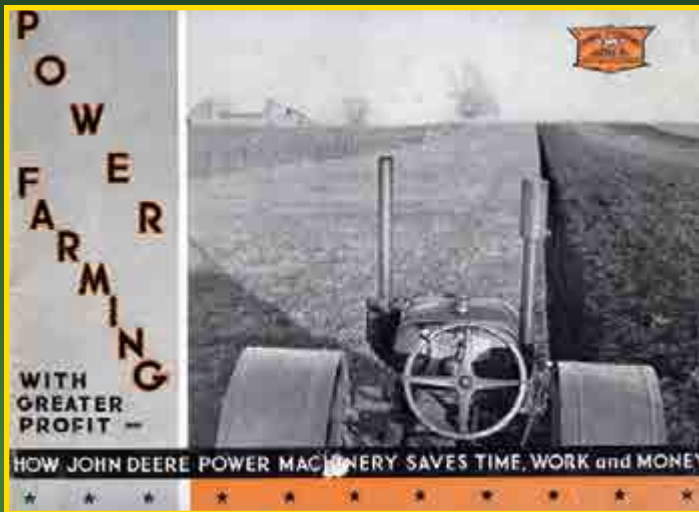


# JD

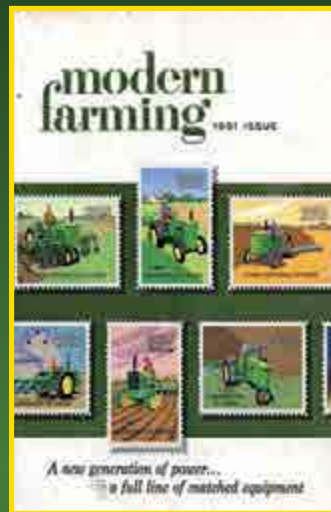
Buyers Guides

by Sherry Schaefer

**S**ales literature has become highly collectible today and companies like eBay have opened up the market, making some items easier to find. In addition to your individual sales pieces, many companies provided buyers guides once or twice a year. John Deere's advertising department mailed one out per year.



1935 JD Buyers Guide



The 1961 Buyers Guide introducing the New Generation tractors

In 1969, the large format buyers guide was dropped and JD only sent out the smaller booklet introducing the new equipment for 1969. This booklet measures approximately 4"x9" and has around a dozen pages, depending on the year.

This "New for 19xx" buyers guide continued in this format until 1986. At that time, JD went back to the larger format buyers guide. They also had the

Typically, a buyers guide will show the full line of equipment available by that company, ranging from tractors to combines to balers. These guides were mailed directly from the company, not the dealer. A dealer always provided the company with a list of customers. As new customers were taken on, they would be added to this list.

In the case of the JD buyers guides, these were mailed early in the year. JD first started mailing these out in the early 1900's. The buyers guide of 1961 was the first issue not to

feature the 2-cylinder tractors. The debut of the new generation tractors make this one of the most highly sought after among collectors.

These guides went out every year in an 8 1/2"x11" format until 1968. That year JD decided that they would send out the same style of buyers guide as they had in the past. However, they also sent out a smaller pamphlet style booklet, which showed only the NEW equipment for that year. Therefore, there were actually TWO buyers guides in 1968.





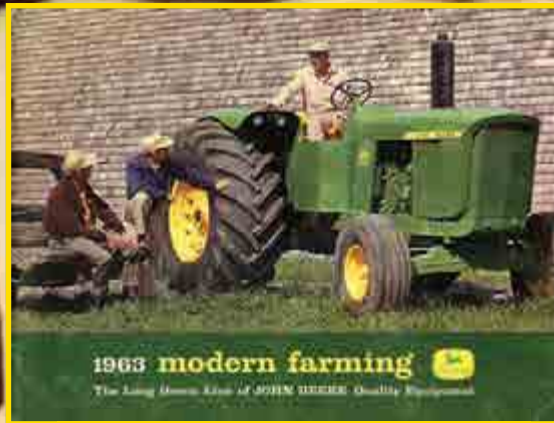
# These collectible buyers guides continued until 1992.

small format booklet. So there were also two buyers guides in 1986, just like in 1968. However, this was the last year for the small format "New Equipment" booklet. The advertising department went back to the full line buyers guide the next year.

In 1989, the buyers guide was printed as an oversized booklet. From a mailing standpoint, this was an awkward size and it was the only year this size was used. In 1990, the advertising department of JD went back to the standard 8 1/2 x 11 format.

These collectible buyers guides continued until 1992. To the best of our knowledge, they have not been printed since.

As for their value, prices vary from \$15-90 depending on condition and availability. The small format 1968 and 1969 "New Equipment" guides seem to be the toughest to find. So if you're looking for something else to collect, don't pass up the buyers guides, no matter what color they are. **HI**



This is the first "small" new equipment buyers guide to be sent out.



This is the last Buyers Guide to be sent out by JD.





# CANADIAN COMBINES



## IN THE HERITAGE ERA (1960-1985)

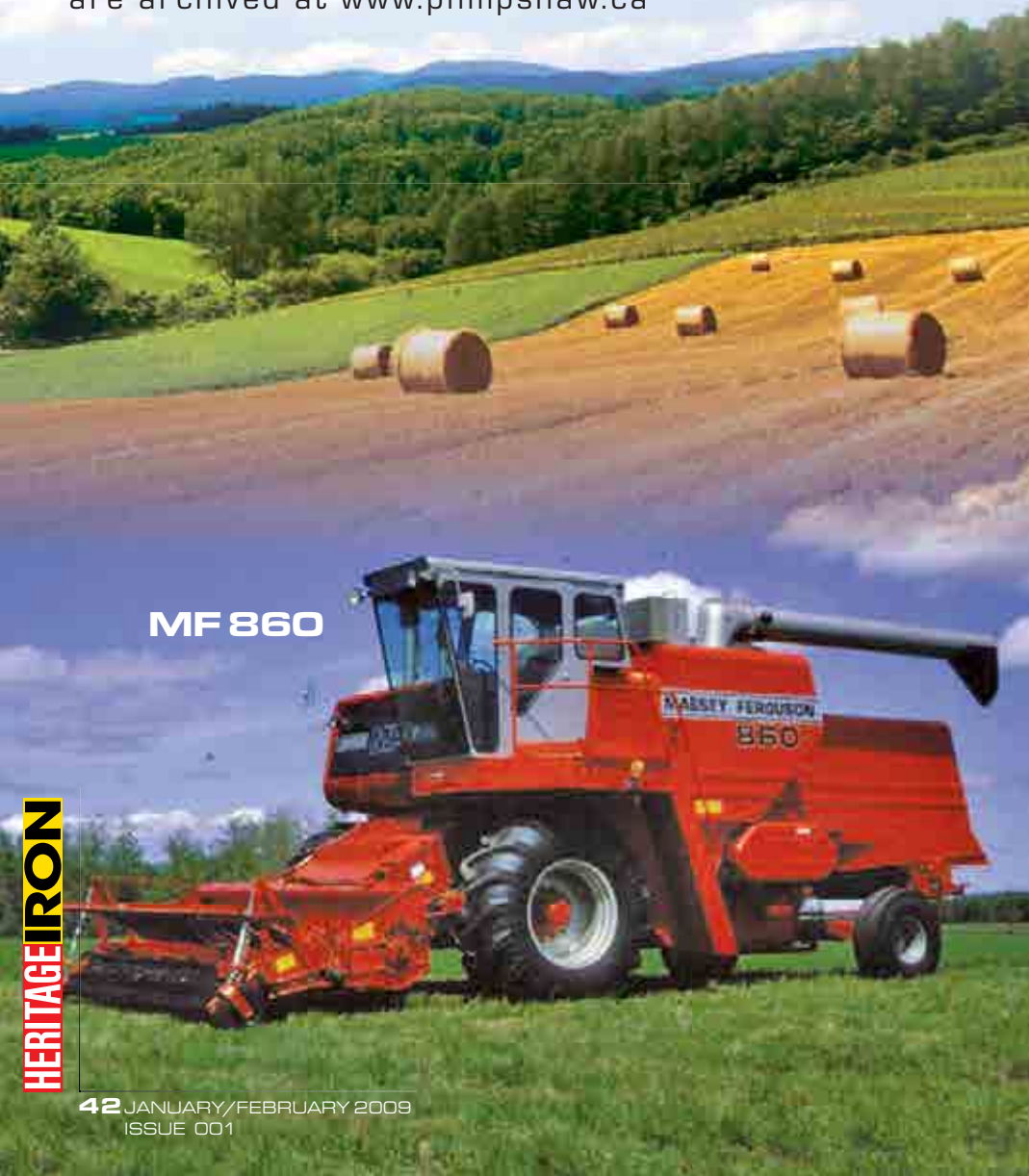
By Philip Shaw

**P**hilip Shaw farms near Dresden Ontario Canada. He is a farmer, agricultural economist, commodity analyst, broadcaster and public speaker. His work is published across the United States and Canada. His writing and podcasts are archived at [www.philipshaw.ca](http://www.philipshaw.ca)

Canada is a big country. Stretching across six time zones from the Atlantic to the Pacific to the North Pole, there is a lot of distance to cover. In between there are many crops to combine. In the heritage era of 1960-1985 there have been many combine choices. However, those choices varied between Eastern Canada and Western Canada. This month in Heritage Iron, we will look at those.

Western Canada is full of huge fields of wheat, barley, canola, and pulses (edible seeds). In Manitoba, you do find some corn, soybeans and edible beans. In Eastern Canada, the fields are smaller, sometimes the language is French and the main crops are corn, soybeans and wheat. Throughout the years, Canadians have bought, fixed and cajoled their combines for greater and greater productivity. In fact, Canadian combines grew famous with Massey Ferguson supporting and equipping harvest brigades throughout the western United States and Western Canada.

Throughout Western Canada, there are big differences with regard to topography and climate. Generally, the southern regions of the three Prairie Provinces, Alberta, Saskatchewan and Manitoba are dryer than the northern districts. Depending on the type



MF 860





**CI 9600**

of crop that was grown, farmers in the heritage era, either chose to “direct cut” the crop versus using swathers or windrows to first cut the crop into a windrow, then come in with a pull-type combine to harvest.

In the 1960’s, the big transition took place between the older “thrashing machines” and the more traditional “combine” which we know today. According to Les Hill of the Prairie Agricultural Machinery Institute in Saskatoon Saskatchewan, pull type combines were very popular in Western Canada during the 1960’s. However, there was also a move toward “SP’s” or self-propelled combines like the Massey Harris 21 and 27, the Cockshutt self-propelled and the International 125 and 127.

By the dawn of the 1970’s the threshing machine was virtually gone, replaced by self-propelled and pull type combines.

Massey Harris/Ferguson dominated Western Canadian combine sales. For instance combines like the MF 82 and Super 92 were very popular.

At that time, virtually everything was swathed in Western Canada. For instance, the short growing season with the threat of frost is always an issue. Swathing grain always makes a more uniform crop to combine. With the advent of more powerful tractors, pull type combines enjoyed a renaissance to harvest these crops in the mid to late 1970’s. The International 914 and John Deere 6601 pull type combines were very popular during this period.

Part of the reason pull type combines were popular in Western Canada was their lesser cost versus self propelled machines. For instance in

1976, according to Les Hill of PAMI, an International pull type combine 914 listed at \$13,000. (Canadian Dollars) A pull type John Deere 6601 listed for \$14,000. A self-propelled machine with the same capacity would sell for \$25,000 to \$30,000.

From 1975 to 1980 Massey Ferguson dominating the world market for combines representing approximately 50%

of the world market. The MF 750/760 dominated the western Canadian market. These combines and the later models, the MF 850 and 860 were instrumental in the movement to direct cut grain crops.

By 1985, the Western Canadian combine market was divided up 30% Massey Ferguson, 30% International, 30% John Deere and 10% all of the rest such as Gleaner, the TR Twin Rotor New Holland series, Versatile, Roto Thresh and even the made in Manitoba Coop Implements CI 9600 Volvo Machine which was widely sold in Manitoba and Saskatchewan.



**JD 6601**

**IH 914**





Versatile TA 2000 Submitted from Les Hill at PAMI. This very interesting machine out of Manitoba was the forerunner of today's modern Lexicon combine.

## VERSATILE TA 2000

The Versatile Trans/axial 2000 (1980-85) pull type combine was particularly revolutionary in Western Canadian fields. Grain came into a cylinder then separated into two twin rotors emptying out into a six foot wide cleaning shoe. This system is still used on modern day Lexicon combines. The Versatile combine also featured unique unloading on either side of the combine.

corn production. In 2008 there is corn grown in parts of Manitoba, and much of Ontario and Quebec. However, in the 1960's Canada's major corn producing area was in southwestern Ontario. Corn pickers, which took whole ears off the stalk, harvested most of the corn at the start of the decade. With the advent of self-propelled combines, moving to "shelled corn" became the



## WESTERN ROTO THRESH

The western "Roto Thresh" was built in Saskatchewan. It had a Massey Cylinder and concave. Grain then was sent back into a big separation drum, which gave it the nickname Roto "Separator". Regrettably, these machines had their problems and the company was short lived.

In Eastern Canada during the 1960's, combines transformed themselves for

norm. Many of the combines in Eastern Canada during the 1960's led the way with corn stripper heads.

Murray Northcott, a long time salesman for McGrail's Farm Equipment near Chatham Ontario has watched it all happen. John Deere produced the 45, 55, 95 and 105 combines during the 1960's. In order to do "shelled corn" these combines came with what was called



## WHITE 8650

the "Corn Special". This meant that a John Deere combine such as the 105 with a 49.5-inch cylinder came with filler plates and a deep tooth chaffer to better thrash corn.

Mr. Northcott commented, at the time the "corn heads" for the John Deere combines were more of a "corn head plus feeder housing" which attached straight to the cylinder, unlike today's modern heads which attach to the feeder housing. Mr. Northcott commented in the difficulty of attaching these to the combines. They were so heavy that he actually had an

auto wrecker lift it in order to attach it to the combine. He said the auto wrecker could barely get it done.

In 1970, John Deere replaced these combines with the 3300, 4400, 6600 and the 7700. One of the major differences in these John Deere combines was having the engine in the front beside the cab. These combines were later transformed in the early 1980's into the 6620, 7720 and 8820 Titan II combines which had much bigger separation area and elevator legs and also more horsepower for these capacity requirements.





JD 6600 SH



JD 8820 TII

In the 1960's, Massey Ferguson was dominant in combine sales in Eastern Canada. After the Massey Ferguson 82 and 92, Massey Ferguson launched the 300, 410 and 510 combines. These combines were extremely popular and were instrumental in the move to shelled corn in Ontario. Where at one time farmers had to crank the unloading augers out for unloading, these newer combines featured an auger, which was extended with hydraulics, a major improvement on elbow grease.

Later into the 1970's, Massey Ferguson brought out the 550, 750 and 760 combines to replace the previous series, which were very popular in Eastern Canada. Later into the 1980's, Massey Ferguson replaced these combines with the 850 and 860 models. With this change came some of the first electronic monitors, header height control and variable reel speeds. Many of these combines still dot Canadian farm country.





**CASE IH1660**



**GLEANER L2**



**MF 8560**





## CI 9850 (CLAAS 96)



Coop Implements 9850 (Claas 96) This combine had a gear box mounted where the power take off shaft is. It powered the combine by a long belt from there. The gearbox changed the speed from 1000 rpm's to 3000 rpm's. There was a bit of a problem with this machine when turning short for obvious reasons and problems with the gearbox and belts. (1980)


During the heritage era (1960-1985) in both Western and Eastern Canada, farmers were initially transitioning into combine cabs on their self-propelled machines. Canadian cold in the fall and heat in the summer was always a concern. As time went by the heaters got

better and so did the air conditioners. Combine cabs were here to stay.

There were other brands such as Case and White, which produced combines throughout this era. When compared with John Deere and Massey Ferguson, they were small

players. However, they did enjoy their niches within the Canadian landscape.

From the northern Peace River district of Alberta with its 20 hours of sunlight to the flat plains of southwestern Ontario and beyond, Canadian farmers have steadfastly persevered

through the years. There were many challenges and surely some of them were keeping those combines going for another day. It was a golden era, one for the ages and one, which formed a foundation for where we are today. 

## CLAAS 108

Claas 108 from PAMI





# MACHINERY MILESTONES

by Larry Gay

**F**rom the mid-1950s to the mid-1980s, farmers kept requesting more power as they increased the size of their farms. Some innovative farmers demonstrated this need by connecting two 2-wheel-drive tractors together, which enabled one operator to utilize more power for tillage work. The tractor companies responded by designing and building larger 2-wheel-drive tractors, providing front-wheel assists, and adding 4-wheel-drive models.

## 50 YEARS AGO (Dec 58-Jan 59)

**IH** International Harvester had a new line of tractors for the 1959 model year. It started with the restyled Cub, and was followed by the new 140, 240, 340, 460, and 560 models. Except for the Farmall 140, an offset type with a 1-2 plow rating, all the

other models were available in the Farmall row-crop version or International utility-type or standard-tread versions. The 240 was rated as a 2-3 plow tractor and the 340 was a 3-plow tractor. The 460 and 560 created the most excitement, because they were powered by 6-cylinder engines. Initially rated at 50 and 60 belt horsepower, they were classified as 4- and 5-plow tractors.

**“The 460 and 560 created the most excitement”**

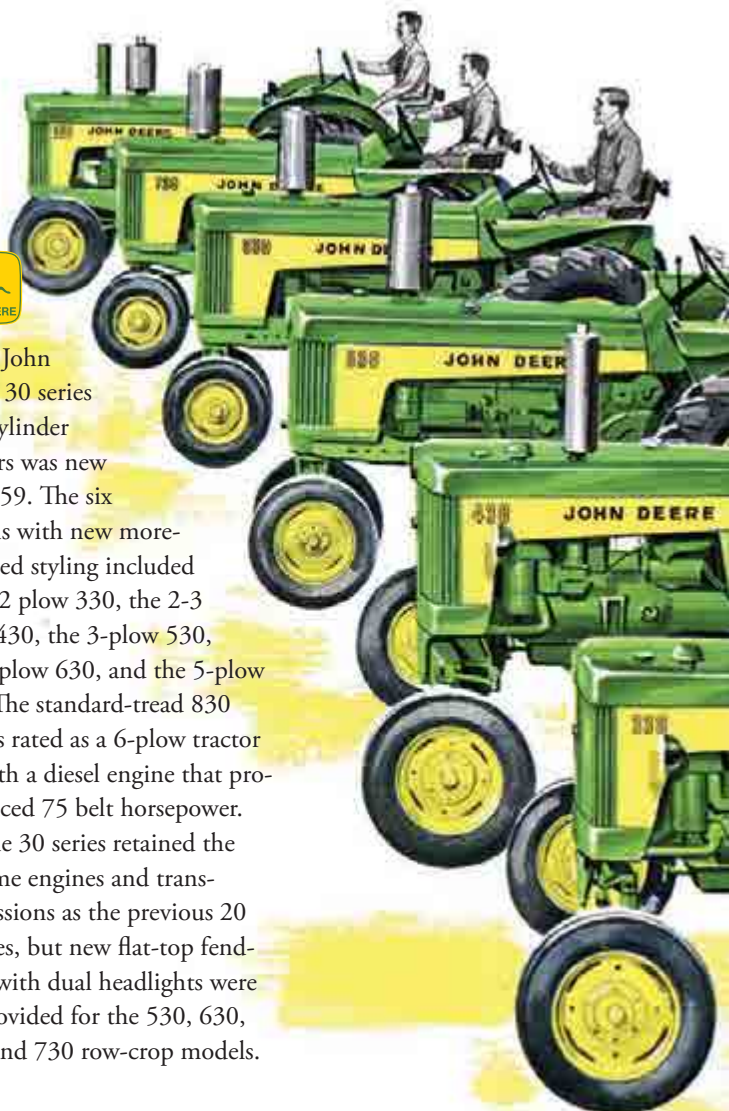
The diesel engine for the Farmall 560 was the direct-start type. Previous IH diesel engines for tractors started with gasoline and then switched to diesel.



**case** The J. I. Case Company completed 1958 as the first year of selling a new line of tractors. The new line had been introduced at a dealer meeting which featured Tug-O-War contests with Case tractors equipped with the new Case-o-matic torque converter drive pulling competitive tractors backwards. The 3-plow 400, 4-plow 600, and 5-plow 800 were the models with the Case-o-matic drive and the 900 was the large standard-tread model with a 6-plow rating.



The John Deere 30 series of 2-cylinder tractors was new for 1959. The six models with new more-rounded styling included the 1-2 plow 330, the 2-3 plow 430, the 3-plow 530, the 4-plow 630, and the 5-plow 730. The standard-tread 830 was rated as a 6-plow tractor with a diesel engine that produced 75 belt horsepower. The 30 series retained the same engines and transmissions as the previous 20 series, but new flat-top fenders with dual headlights were provided for the 530, 630, and 730 row-crop models.



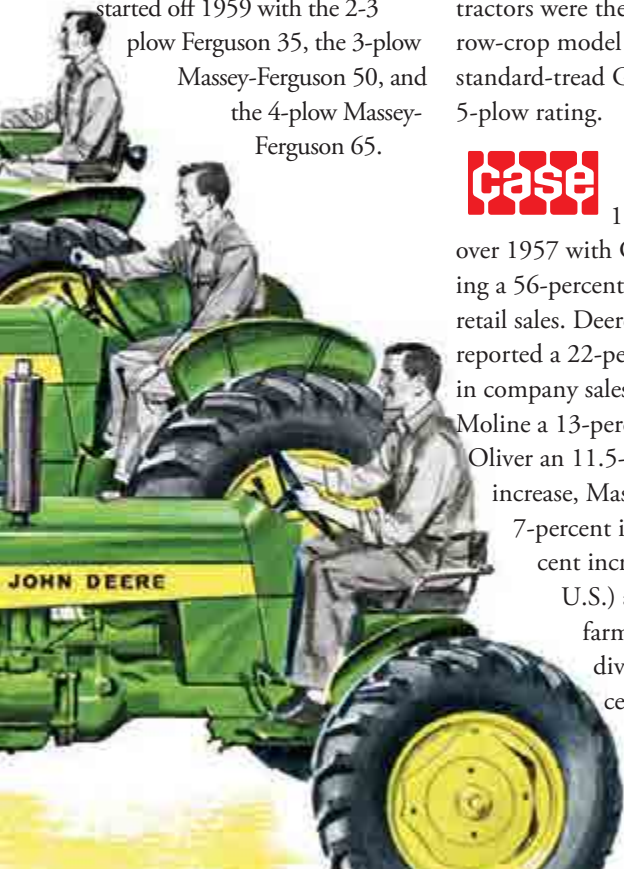




The Oliver 660 replaced the Super 66 for 1959 with increased power for a 3-plow rating. Oliver's other models for 1959 had been introduced the year before and included the 3-plow 550 and three models powered by 6-cylinder engines—the 3-4 plow 770, the 4-5 plow 880, and the standard-tread 950 with a 5-6 plow rating. The standard-tread, 6-plow 990 GM was powered with a Detroit Diesel 2-cycle engine.



Massey-Ferguson had completed its first year with its new name, one line of products, and a unified dealer organization. Previously, it was the Massey-Harris-Ferguson Company with Massey-Harris dealers selling Massey-Harris products and Ferguson dealers selling Ferguson tractors and implements. The company started off 1959 with the 2-3 plow Ferguson 35, the 3-plow Massey-Ferguson 50, and the 4-plow Massey-Ferguson 65.



The new for 1959 John Deere 30 series had six models with the 730 being the largest row-crop tractor with 59 belt horsepower.



Cockshutt of Brantford, Ontario, had introduced a new line with four models of tractors for 1958. These tractors featured a new Harvest Gold color and new styling with a flat square grill. The 540 model was a utility type of tractor with a gasoline engine and a 2-3 plow rating. The 550 was rated as a 3-plow tractor with either a gasoline or diesel engine. The 560 had a diesel engine and a 4-plow rating. The 5-pow 570 was powered with a 6-cylinder gasoline or diesel engine.



For the 1959 model year, the Ford 801 and 901 with a 3-4 plow rating and the imported 4-plow Fordson Power Major topped the Ford line. Allis-Chalmers' largest tractor was the 4-5 plow D17. The largest Minneapolis-Moline tractors were the 4-plow 5 Star row-crop model and the large standard-tread GB model with a 5-plow rating.



Sales for 1958 increased over 1957 with Case advertising a 56-percent increase in retail sales. Deere & Company reported a 22-percent increase in company sales, Minneapolis-Moline a 13-percent increase, Oliver an 11.5-percent increase, Massey-Ferguson a 7-percent increase (46-percent increase in the U.S.) and Harvester's farm equipment division a 2.5-percent increase.

## 40 YEARS AGO (Dec 68-Jan 69)



John Deere introduced three new tractors for the 1969 model year. The 1520 was a utility type of tractor, powered by a 3-cylinder gasoline or diesel engine which produced 46 PTO horsepower. The new row-crop 2520 replaced the 2510 and was rated at 60 PTO horsepower. The third new tractor was the 4520 with a turbocharged, 6-cylinder diesel engine which was rated at 120 PTO horsepower. The 3020 at 70 PTO horsepower and the 4020 at 94 PTO horsepower were revised with a hydraulic-control console by the right side of the seat and the availability of a hydrostatic front wheel assist. The standard-tread 5020 increased its power output to 140 PTO horsepower.



International Harvester's new top-of-the-line tractor for 1969 was the 4156 4-wheel-drive tractor which replaced the 4100 4-wheel-drive model. The 4156 had a turbocharged, 6-cylinder diesel engine, which developed 140 PTO horsepower, a rigid frame, and 4-wheel steering. The turbocharged 1256 was Harvester's largest row-crop tractor with 116 PTO horsepower.

All of Harvester's line of tractors now carried the International nameplate.



The J. I. Case Company introduced the 1470 4-wheel-drive tractor with a rigid frame and 4-wheel steering as the replacement for the 1200 model. The 1470 was rated at 140 PTO horsepower with its turbocharged, 6-cylinder Case 504-cubic-inch diesel engine. The largest Case row-crop tractor for 1969 was the 1030 with 101 PTO horsepower.



The Case 1470 provided the operator the choice of coordinated front and rear steering, crab steering, front steering, or rear steering.



This Oliver 2050 was equipped with dual rear wheels, a popular option by 1969, front wheel assist and optional fender fuel tanks which lengthened the time between refills.



Oliver had introduced two new large tractors in mid-1968. The 2050 was rated at 118 factory certified PTO horsepower and the 2150 at 131. Both were built with the 478-cubic-inch White-Hercules 6-cylinder diesel engine, but the 2150 was turbocharged.



Massey-Ferguson added the 1080 model with a 4-cylinder Perkins diesel engine for the 1969 model year. Rated at 80 PTO horsepower, it filled the gap between the 180 with 63 PTO horsepower and the 1100 with 92 PTO horsepower. Massey's largest tractor for 1969 was the turbocharged 1130 with 120 PTO horsepower.



Allis-Chalmers made some improvements to the One-Ninety and One-Ninety XT for 1969. As a result, the 93 PTO horsepower One-Ninety XT carried a new Series III decal, but the 77 PTO

horsepower One-Ninety did not. The turbocharged D21 Series II with 127 PTO horsepower was A-C's large standard-tread tractor for 1969.



Minneapolis-Moline's largest tractor for 1969 was the G1000 Vista with 110 PTO horsepower. The 105 PTO horsepower Ford 8000, which had been introduced in early 1968, was Ford's largest model for 1969. The Steiger line of 4-wheel-drive tractors for 1969 consisted of three articulated models powered by Detroit Diesel 2-cycle engines. The largest was the 3300 with an 8V71N engine rated at 328 engine horsepower. Versatile offered the 118, 125, and 145 models of articulated 4-wheel drive tractors for 1969. The 145 was the largest with a 185 engine horsepower Cummins V-8 diesel engine.

The Farm and Industrial Equipment Institute, the trade association for the farm equipment industry, reported U.S. retail sales of tractors for 1968 were 157,942 units, down 11 percent from the 176,672 sold in 1967 and down 15 percent from the 185,061 sold in the peak year of 1966.

**30 YEARS AGO**  
(Dec 78-Jan 79)



J. I. Case introduced four models of the 90 series of row-crop tractors for the 1959 model year, replacing six models of the 70 series. The four models were the 2090 with 108 PTO horsepower, the 2290 with 128 PTO horsepower, the 2390 with 160 PTO horsepower, and the 2590 with 180 PTO horsepower. All were powered with the Case 504-cubic-inch, 6-cylinder diesel engine, which was turbocharged for the three largest models.



John Deere's new 8440 and 8640 articulated 4-wheel-drive tractors replaced the 8430 and 8630 for 1979. The engine horsepower remained at 215 and 275, respectively, with 466- and 619-cubic-inch John Deere 6-cylinder diesel engines, which were turbocharged and inter-cooled. Improvements included better cooling for the engines and numerous transmission revisions.



International Harvester added the 4786, a larger articulated 4-wheel-drive tractor, to its line for 1979. Built by Steiger, as were the 4386 and 4586 models, the 4786 was powered by an International 800-cubic-inch, turbocharged V-8 diesel engine with 350 engine horsepower.

**BIG BUD**

For 1979 Big Bud, with a new company name of Big Bud Tractors, Inc., introduced four new models of




# Big Bud Tractors, Inc., introduced four new models of articulated 4-wheel-drive tractors with new styling

articulated 4-wheel-drive tractors with new styling. The 360, 400, 450, and 525 model numbers corresponded to the engine horsepower ratings. The 400 was equipped with a Detroit Diesel 2-cycle, V-8 diesel engine with 736 cubic inches. The other three used 6-cylinder, turbocharged Cummins diesel engines, the 855-cubic-inch size for the 360 and the 1150 cubic-inch-size for the 450 and 525. The engines for the 360 and 525 were also intercooled.

## STEIGER

Steiger's largest articulated 4-wheel-drive tractor for 1979 was the Tiger III. It was rated as 450 engine horsepower with the 1150-cubic-inch Cummins 6-cylinder engine or 470 engine horsepower with the 1099-cubic-inch Caterpillar V-8 engine. Both engines were turbocharged and intercooled. The 950 Series 2 was Versatile's largest articulated 4-wheel-drive model, developing 348 engine horsepower with its turbocharged, 903-cubic-inch Cummins V-8 engine.

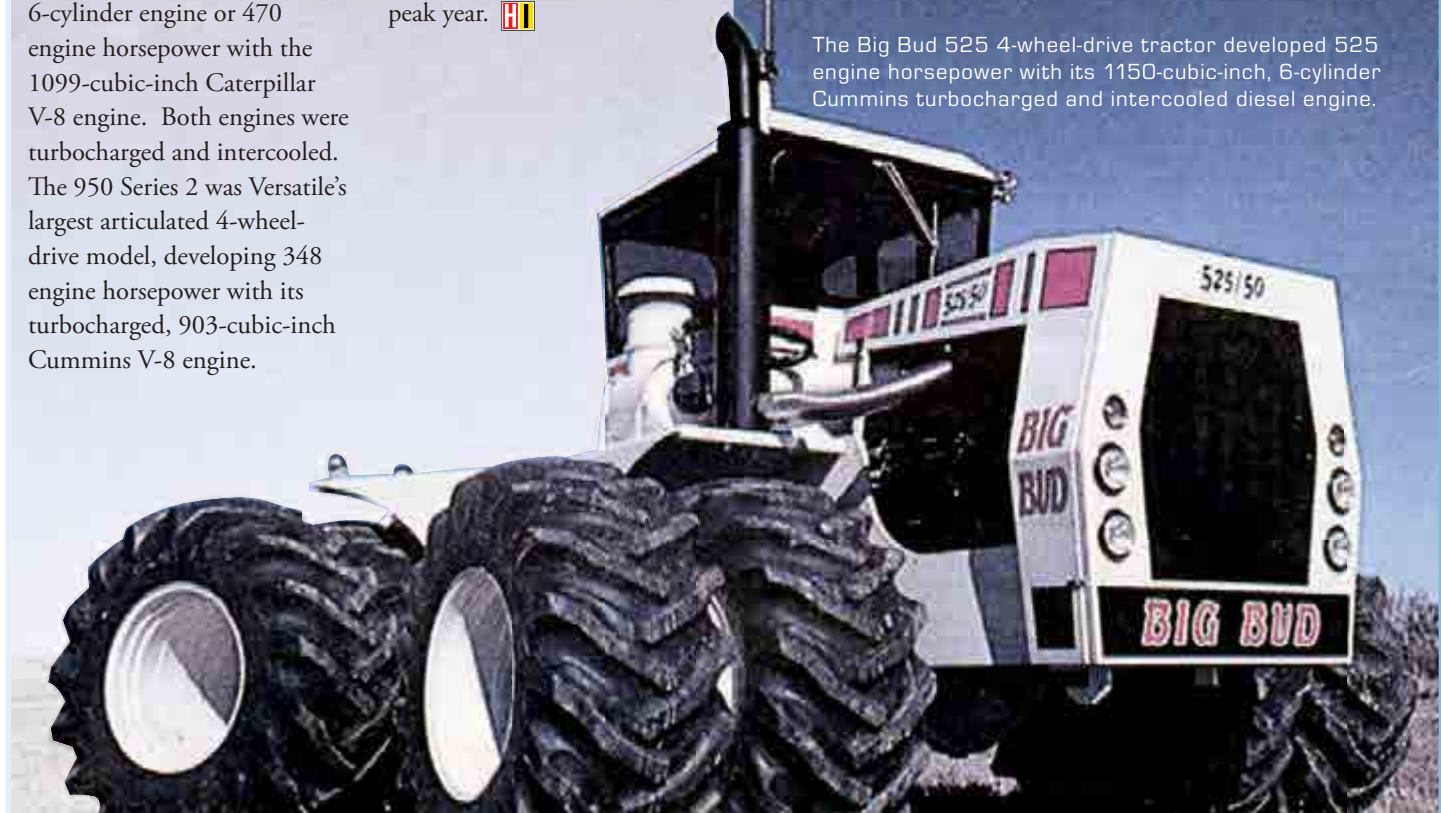
In the 20 years between 1959 and 1979, the power of the largest row-crop tractors jumped from about 60 horsepower to 180. In addition to the new Case 2590 with 180 PTO horsepower, the Allis-Chalmers 7080, the John Deere 4840, and the White 2-180 were rated at 180 PTO horsepower. The International 1586 with 160 PTO horsepower was slightly less and the Massey-Ferguson 2805 with 190 PTO horsepower was slightly more.

The U.S. retail sales of farm tractors continued to improve for 1978 with sales of 175,770 units, a 13 percent increase over 1977, but 11 percent less than the 196,994 sold in the 1973 peak year. 

The Allis-Chalmers 7080 was one of five row-crop tractors available in early 1979 with 180 or more PTO horsepower.



The Big Bud 525 4-wheel-drive tractor developed 525 engine horsepower with its 1150-cubic-inch, 6-cylinder Cummins turbocharged and intercooled diesel engine.



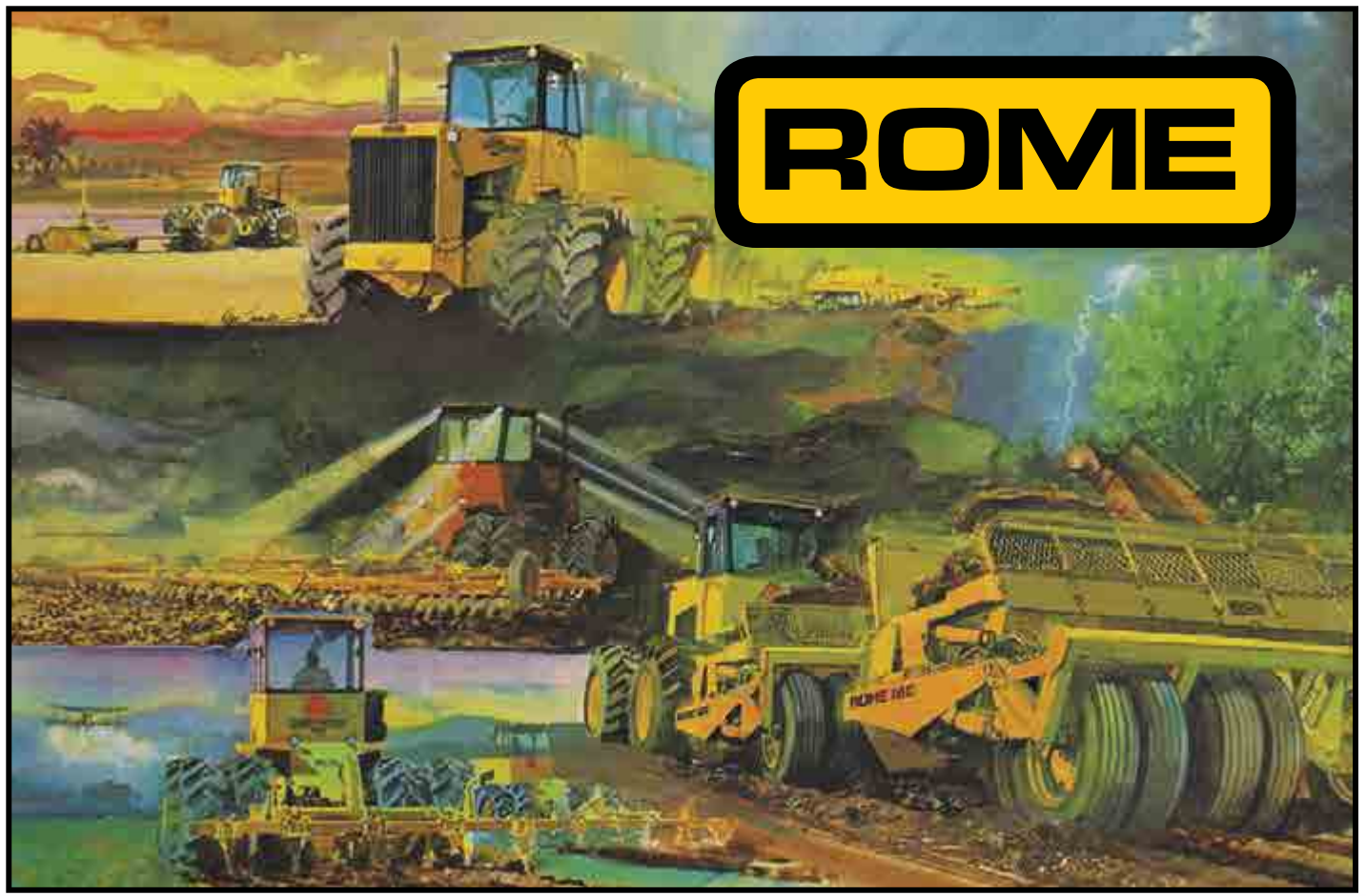




# MACHINERY PROFILE

All Fields Lead to ROME

by Jason Hasert



# ROME

**R**OME 4-wheel drives are some of the least known and best kept secrets in the big tractor market. These monster tractors offer impressive power in the field and can work through the toughest conditions. In this story we will look at the history of ROME 4WDs and visit a farm that runs three of these big tractors.

Jones Copeland had many years of experience in designing and constructing off road articulated vehicles. He needed a tractor that could handle over 200 hours of difficult rice land farming, operate under extreme conditions and maneuver through tough terrain, even swamps. In 1970, Copeland joined forces

with a rice farmer, J.D. Woods to develop such a tractor. Woods & Copeland's number one test unit initially started trial field production operations on May 13, 1971, performing water leveling jobs in the Texas Costal Rice Belt. After three complete years, this rugged unit had compiled





more than 9,000 hours of use with a remarkable 95% availability record. The sheet metal cover was installed after the first full year of operation. The cover represents only a change in the original design. Since May 1971, the 301C has been tested in every phase of the rice industry. This tractor, beyond

a doubt, is a proven, dependable unit, but, most importantly, it has achieved consistently high production rates at low maintenance cost per hour, per dollar investment. The Woods & Copeland 301C and 220C power shift tractors aren't designed for every farm. In fact, they are only

recommended for use on 350-acre rice farms and up.

Woods & Copeland tractors were built using the best parts available from top name manufacturers with nationwide distribution centers. Cummins or Caterpillar engines, Allison transmissions, and Caterpillar axels were all standard

components on these four-wheel drive tractors. Simplicity of operation was another key feature provided by a four speed power shift control and throttle on the right hand of the console so that the four wheel drive can be operated simultaneously with one hand for instant speed changes to meet those alternating



Howard Brothers' ROME 450-C with IH 11 bottom plow working through standing water.



This Woods and Copeland 600-C was used by M&W Gear as a demonstrator in the 1970s.



The ROME 475-C is a freight train in the field.



The ROME 475-C cab is very roomy.



Howard Brothers' ROME 4wds plowing full speed ahead covering 20 acres an hour with a pair of 11 bottom IH plows.



conditions. The 301C and 220C tractors were built with industry standard drawbar heights and John Deere standard quick couplers for implement hydraulics. Chest high pull hooks were placed on the front and rear of the tractor for snaking out of bog holes.

Woods & Copeland designed and built implements for the rice industry as well. These heavy duty four wheel drive tractor implements included a twenty-six foot folding off set parallel geometry disk that was built to decrease its physical working size, a 60-foot long by 18-foot wide land plane, and a large pull type utility blade with a twenty-four foot wide cut.

From 1971- 1976 Woods & Copeland produced the following tractors: 301C with a Caterpillar engine rated at 301 HP, 320C with a Cummins engine rated at a 320 HP, 450C with a Cummins engine rated at 450 HP and the Monster 600C with a Cummins engine rated at 600 HP. The 600C was a massive tractor for its day producing a whopping 600 HP and 2100 RPMS. It was fitted with a Cummins KTA-1150C diesel engine, an Allison power shift transmission with twelve forward and two reverse gears and was capable of 25 MPH on the road. In fact, this is one of the largest four wheel drives ever built even compared to Steiger, Versatile, Big Bud, and John Deere four wheel drives.

In 1976 the Rome Plow Company purchased the Woods & Copeland Company which had become known as the "tractor people." Based in Cedartown, Georgia, the Rome Plow Company was a respected force in the heavy-duty forestry,

This Rome 475 C is owned by the Bloodworth family of Crawfordsville, Arkansas. It was purchased in the spring of 2006 at an auction. It is serial number 103 and is one of the first models built by Rome after the purchase from Woods & Copeland. It is powered by a 3408 Cummins with Cat axles and a 6-speed Allison auto-shift transmission. It is used to pull a Krause 8-row 40" in-line subsoiler. According to Robbie Bloodworth, it's like driving a house. In the front you can only see the hood and you can't even see the tires unless you stand up.



land reclamation and tillage industry. The Rome Plow Company started production of a new range of tractors in 1978 that spanned eight years. These tractors included: 375C with a Caterpillar 3406 engine rated at 375 HP, 450C with a Cummins with an 1150K engine rated at 450 HP, and the 475C with a Caterpillar 3408 engine rated at 475 HP.

It is rare to find a Rome tractor north of the Mason-Dixon line with most of the brute tractors located in the

states located between Georgia and Texas. Rome four-wheel drives were built to excel on large rice farms in the south where power and flotation are required to work the wet heavy land of the region. Brothers Doug and Steve Howard of Albion, NY encounter harsh conditions in their 1,500-acre vegetable and grain farm similar to the rice farming.

Albion, NY sits along the shores of Lake Ontario and is known for its vegetable farms raising cabbage, carrots,

red beets, onions, squash, peas, green beans and sweet corn. This area's soils range from sandy/clay to muck soil. The region has on average one and a half sunny days per month with rain consistently falling. Spring arrives in mid-May and snow may fall as early as late October. With this tough environment the Howard Brothers farm relies on three ROME 4WDs, a Steiger Cougar ST-251 and Ford FW-30 to work their ground.



# ROME

“this is one of the largest four wheel drives ever built”




Raising vegetables requires traditional heavy tillage to prepare a clean seed bed. The Howard's moldboard plow, disk and field cultivate all of their fields. Vegetables are a time and labor intensive crop. The Howard Brothers have to plow and plant their 1,500 acres operation in two weeks. The tough soils and unpredictable weather requires big horsepower to prepare a clean planting seed bed.

Howard Brother Farms run two ROME 475-C and a ROME 450-C. The ROMES pull two 11 bottom International moldboard plows, a 38ft Sunflower disk, field cultivators and a 40-foot Degelman roller. These heavy-duty tractors are well suited for the large implements and high speed farming. The Howards can run an 11-bottom plow with 12-inch furrows on a ROME at five mph covering around ten acres an hour. This kind of power makes all the difference in

making a vegetable in unpredictable weather and harsh field conditions of Western New York

ROME tractors are impressive to see in person. They are big steel attached to raw horsepower.

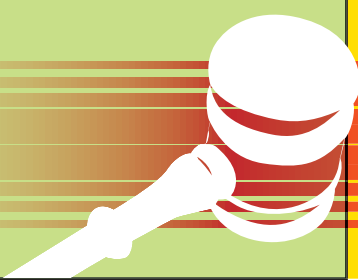
One of these tractors equipped with rice tires can stop dead in standing water with an 11-bottom plow and start right up and pull directly through the sticky spot with any loss of traction. Rome tractors also offer unprecedented view of the field with seven-foot tall cab interiors. A 6'2 person can stand in the cab with plenty of head room.

Rome four wheel drives in combination with their heavy duty tillage equipment put the company at the head of the field. These monster tractors offered dependability and easy service. Rome tractors were built to truly make farmers feel like they are an Emperor of the field. 

The Woods & Copeland number one test unit started field trials on May 13, 1971, performing water leveling jobs in the Texas Coastal Rice Belt. After three years, this rugged tractor compiled 9,000 hours with a remarkable 95% availability







# SOLD!

## MUSCLE TRACTORS

It was an event that is just the beginning of what is to come in the collecting world. On August 23, the team of Aumann Auctions conducted the first "MUSCLE TRACTOR" auction.



Most of the tractors in this auction were collected by Rick Williams of Arkansas. After Rick purchases a tractor, it is sent to Logansport, IN where it is restored by the Miller crew.

Bryce Miller and his father, Lonnie, are both involved in the tractor business. Lonnie leans toward the Oliver and MM line because that is what he was raised with. Bryce prefers red though. Together they run Miller Farm Drainage service. Since this is a seasonal job, they began looking for winter work to keep their crews busy and prevent layoffs. Tractor restoration was the answer and they have made a nice sideline business out of it. Their work is second to none.

The bulk of the tractors in this "first of a kind" auction were tractors built after 1960. They were the new workhorses of that era. Until recently those models were not very collectible and could be bought at a reasonable price. However, things are changing quickly and this auction proved it. Hundreds of spectators and buyers showed up to enjoy this unique auction and get a glimpse of the new farm collectibles.

It was a great day for an auction prices were quite a shock to many. The rarest tractor, a MM G-1000 Vista, was the first to sell and it set the pace for prices the rest of the day.

### FOLLOWING ARE THE HIGHLIGHTS OF THE AUCTION:

**Minneapolis-Moline G-1000 Vista Diesel**  
MFWD, restored  
- \$57,500



**Oliver 2255**  
MFWD, ROPS, restored  
- \$31,000



**Oliver 1950 GM El Toro**  
with Terra Tires, restored  
- \$33,000





**“The bulk of the tractors in this “first of a kind” auction were tractors built after 1960.”**

OTOS

**John Deere 4320 Diesel**  
MFWD, unrestore  
- \$15,000

**Oliver 1850 Diesel**  
MFWD, restored  
- \$21,000

**Oliver 2150 Diesel**  
MFWD, original tractor  
- \$11,500

**Oliver G-1355 Diesel**,  
restored  
- \$15,500

**MM G-900 Diesel**,  
wide front, new motor,  
restored  
- \$14,500

**JD 4620 Diesel**,  
wide front, cab  
- \$15,000

**International 1206**  
MFWD, restored  
- \$27,000

**Oliver 2255**,  
2WD, 3150 engine,  
restored  
- \$19,500

**MM G-750**,  
restored [same as Oliver  
1655]  
- \$30,000

**JD 730 Hi-Crop**,  
no tag  
- \$21,000



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 544, 560, 606, 656, 660, 666, 686, 766, Early 786,  
 886, 966, 986, 1066, 1086, 1466, 1486, 1566, 1568, 1586, 2400A &  
 2500A; HYDROS: 70, 86, 100 & 186 (3-3/8" H)

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**B. IHS835** - Replaces #275184 (Plastic) **\$14.95 ea**



**C.** Front Emblem fits: 544, 656, 665, 706, 4100, 4156,  
 4166, 4186, 4366 & 4386 (4" H, Mounting holes are  
 not exposed)

**C. IHS747** - Replaces #2751845R1  
 (Chrome plated, DIE-CAST) **\$39.95 ea**

**D. IHS837** - Replaces #2751848R1 (Plastic) **\$14.95 ea**



**E.** Front Emblem fits: 756, 806, 826, 856, 1026, 1206,  
 1256 & 1456

**E. IHS784** - Replaces #2751809R1  
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