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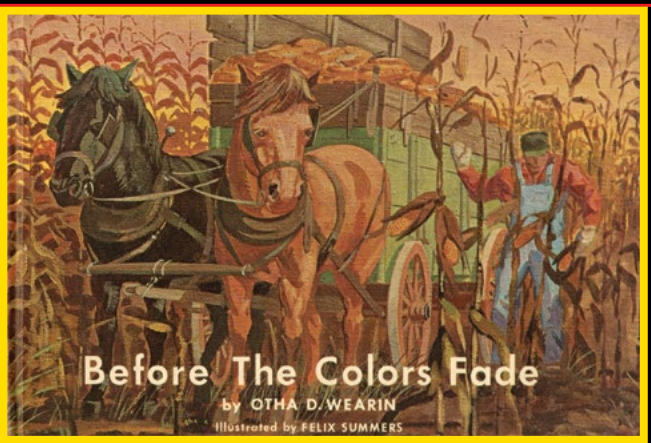


"Time changes everything, except something within us, which is always surprised by change." There's a lot of truth in that statement. The changes in the last five years alone have been incredible. The one that worries me most is the change from print magazines to digital. Will print still be around in another 20 years? Let's hope so.

While digging through some old boxes I had packed away, I found a book called *Before The Colors Fade*. Not remembering where it came from, I opened it to find Grandma Schaefer's name and the year 1972. Written in 1971 by Otha D. Wearin, the book included the following introduction: *The collection of essays in this book is an effort to portray the sights, sounds, aromas, sweat, tears, work, and laughter that have gone into the growth and development of midwestern agriculture. They will, I hope, strike a familiar chord in the minds of both country and city folk who have experienced them in the past, or who still know them as reality. An effort has been made to record them before the colors fade.*

I started thumbing through the book to find stories about so many things I hadn't thought about in years! Simple topics such as: party line, ice houses, oil lamps, gas engines, farm bells, threshing day, farm shops, rural mail, and country stores, along with so many more that filled the pages. It was like stepping back in time! The author of that book realized that all the things our parents and grandparents grew up with might soon be forgotten with change. He was right!

Going through the pages of that book made me want to step back in time. It brought back memories of the old outhouse surrounded by hollyhocks. It put me back on the loading dock as a kid watching bags of feed being loaded into the back of the truck. It took me back to butchering day where all the aunts, uncles, and cousins gathered to spend the day preparing to fill the freezer with fresh meat. Suddenly, I was transported back in time to a day before so much change. This book was printed over 50 years ago! Had it been an online book, I never would have found it or even known about it.

As I look back on all the keyboards I've worn out and all the stories I've listened to and helped share in the last 30 years, I realize we're doing the same thing that Wearin was trying to accomplish. The stories, the memories, and the way things were done need to be persevered before they're forgotten. Before the colors fade is deeper than just the paint job on your machine. It's the wonderful memories that seem to be forgotten with time. It's those little things that don't seem important but yet remain in the back of our minds.

I recently visited American Tractor Museum in Perryville, MO. They do a wonderful job with their displays, making you feel like you're right there in the moment. As I stopped at one display that had a calf and a load of feed, I swear there was an aroma of sweet feed in the air. It was just my imagination, but I was reliving a memory. I haven't touched a bag of sweet feed in years, but that color hasn't faded yet.

The change of times is nothing new. They got through it and we'll get through it. But, if you want to step back in time and relive some good memories or tell your grandkids some good stories, find one of Otha Wearin's books: *Before The Colors Fade*, *I Remember Yesteryear*, and *Along Our Country Road*. Better yet, take the time to tell your story to someone. Let's get it in print "before the color fades." In fifty years, someone could be reading YOUR story and walking down memory lane beside you.

Sherry Schaefer

BLOWING SMOKE

Greetings,

I really enjoy your magazine and so does my dad. We are EXTREMELY partial to JD green paint but also enjoy learning about other colors, as well. You have a great magazine – keep up the good work! Oh, and when I was a kid, we had an 8630 JD on our farm. Would you consider an article on that bad boy? Thank you again for your great publication!

Sincerely and respectfully,
Jay Bardwell
West Point, MS

Jay,

We're glad you're enjoying the magazine. I understand your preference to one color and appreciate that you don't mind reading about the other brands. We all have our favorites, but I enjoy writing about all of them. And yes, I would be happy to do a story on the 8630. I'll see if I can get that on the schedule this year. Thanks for subscribing! – Sherry

---

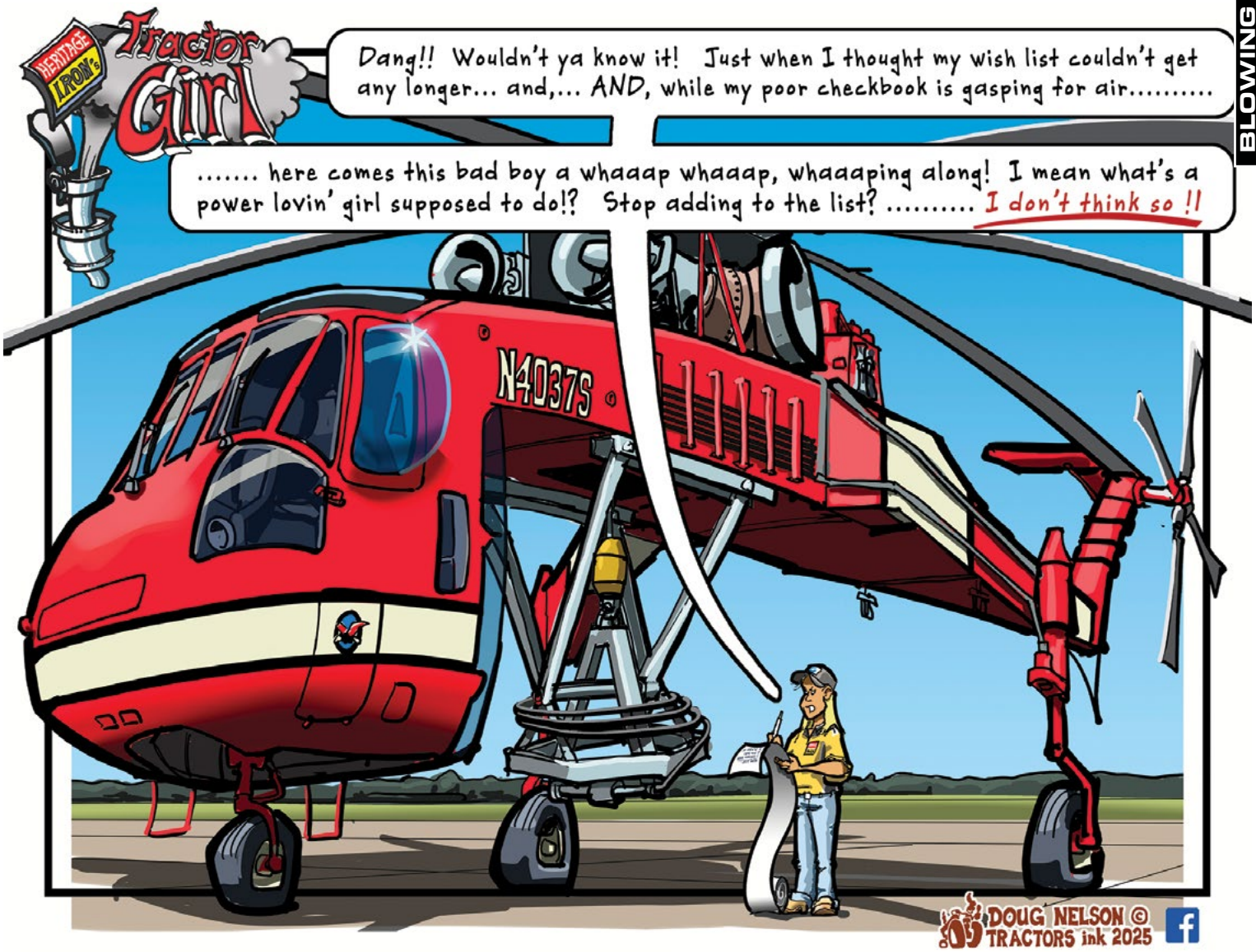
Dear Sherry,

I was excited to see my pictures in your magazine. I spotted a 4960 and 8630 while in different parts of Florida. The 4960 was at a construction site, and the 8630 was on a friend's property.

Keep the magazine going!
Gil Partin
Kenansville, FL

Gil,

Keep your head on a swivel and keep spottin' those tractors. It's always nice to see what's sitting around in other parts of the country. – Sherry


HERITAGE IRON's
Tractor Girl
Dang!! Wouldn't ya know it! Just when I thought my wish list couldn't get any longer... and,... AND, while my poor checkbook is gasping for air.....
..... here comes this bad boy a whaaap whaaap, whaaaping along! I mean what's a power lovin' girl supposed to do!? Stop adding to the list? ..... I don't think so !!
N4037S
DOUG NELSON © TRACTORS ink 2025


8630
JOHN DEERE

Sherry,

I know you'll never run out of material to write about, however, in your Powershift Steiger issue (Heritage Iron #94 Jul/Aug 2024) you wrote an article, Major Players Getting Their Cut. It was about garden tractors and very well written.

I wanted to say that back then, nothing was built bigger and stronger than the 620 Allis-Chalmers and the 4040 Simplicity. Next came the 720 Allis and the 9020 Simplicity.

These were exactly the same tractors built by Allis-Chalmers. The only difference was the front grill and painted color. They had heavy-duty 3-point hitches and 20 horsepower Onan original engines, which gave the tractor a bad name! Many were changed to other engines. I have two of these tractors with 23.5 Briggs engines. I like the power of the Briggs on my front 60-inch snow blade. These tractors all have a 3-speed hydro on their dashboard with huge and heavy black, easy-to-reach hydro gas levers. They also had a heavy-duty steel cab that was very pricey. I have only ever seen one of these for sale.

Many men who had these tractors didn't know there are small engine warehouses that have engines specially wired to be dropped into all kinds of old 1970s, heavily-built garden tractors. I have abused my 9020s, and these newer engines can take anything you dish out! With a little new paint, they look super.

One small engine business told me he could easily put 40 horsepower into an Allis-Chalmers/Simplicity tractor. He also told me these two tractors were the very first tractors that John Deere and other companies began to look at for their Category I tractors.

I forgot to mention there was a choice from Allis-Chalmers for 12", 15", or 18" rear wheels. One of mine had 18" rear lug wheels. I could go into any of my farm fields after the combine and the stalks never bothered it in any way; best not to try that with 12" rear wheels.

I appreciate your magazine and your writing skills. Keep up your good work! At 88, I'm now sticking to my little tractors.

Thank you,
Gene Snyder
Columbia City, IN

Hi Gene,

Thanks for writing and sharing your knowledge. I had to push a 720 on my trailer once and remember telling myself, "This is not a lawn mower!" You are correct, they are well-built. Maybe sometime, you'll send us a picture of your collection. Keep on playing with those tractors, no matter what size. They'll keep you young! – Sherry

Dear Ms. Schaefer,

Hello, my name is Wendel Gall. I am 11 years old and live on a dairy farm in Wisconsin. I love old Allis-Chalmers tractors! I just got my first Heritage Iron issue and I love it! Enclosed is a picture of our Allis-Chalmers 7045. I've driven it discing with an Allis-Chalmers disc. The gears on it are confusing, because you have to turn the shifting handle to get to different gears. Sometime, I wish you would do an issue about the 7045 or the White 2-70. That was the first tractor I ever drove.

Please continue doing what you are doing. I LOVE old iron. My grandpa told me when my dad was little, they raised cabbage for a cannery. The cannery had this IH 100 Hydro, and they flipped the operator's station around so they could drive it backwards. They had a two-row cabbage harvester on it, and he said the Hydro was very handy. It must have been neat to see.

Sincerely,
Wendel Gall
Saukville, WI

Hi Wendell!

We're excited to hear from our young first-time subscribers. I haven't had much experience with those t-handle shifters, but they say you'll get the hang of it. Be sure to keep the critters from building a nest around the cables hooked to the shifter and keep it clean and it will shift easier. I'm confident you'll be a pro by the time you're 12.

I'll have to see if I can find a picture of one of those cabbage harvesters. I'm curious myself, now. And your suggestions for future stories have been noted. We'll see what we can do for you. In the meantime, be safe and keep on farmin'. – Sherry

Sherry,

This is a picture featuring our 1956 Ford 860 affectionately known as "Gerald" (after my grandfather) taken at our farm in Colonsay, SK Canada, on October 6, 2024 during some vibrant northern lights. This tractor has belonged to him right from the factory and has been a staple work tractor ever since.

Miranda Hannotte

Miranda,

What a great picture! Thanks for sharing your view of the northern lights with us. That's a great story to go along with it, too. Nice to meet Gerald. – Sherry

Hi Sherry,

Great magazine! You are sure doing a great job of finding and doing articles. Well, I have another – the Hinson Royal Cab on my 1066. Also, it's a R.O.P. cab.

I bought it instead of the IH cab at the time. The IH cab was too big to mount the chemical farm tanks, which were on the 806 previously.

The 826 with the Year-A-Round cab was always my favorite tractor.

Ron Schick
Morton, IL

Ron,

Thanks for the pictures. It's always nice to see the iron doing what it was designed to do. I can imagine a cab would get in the way of the tanks. Looks like it could make it a little difficult to get into it, too. – Sherry

What was the 1st 100 HP tractor on your farm?

Email your stories and photos to us by 4/24 for your chance to be in issue #100!

editor@heritageiron.com

They never remember who was second, but they always remember who was first. It doesn't matter if it's the first to fly around the world, the first to land on the moon, or the first tractor to have rubber tires from the factory.... no one remembers who did it the second time. It's the first one that counts.

I Got A Turbo!

The First In Every Color of Full-Line Companies

by **Sherry Schaefer**

There is little question that the first turbocharged farm tractor to be tested in Nebraska was an Allis-Chalmers. However, they just about missed that milestone in ag history. The 1960s were here and the horsepower race was on. AC decided they were going to up their game from the D17 and introduce their next model, the D18. This would be a 60-horsepower tractor that used a 262-CID gas, LP or naturally aspirated diesel engine. However, 60-hp was still a long way from where they wanted to be in a market of 80-hp tractors. At the last minute, engineering decided to put a turbo on the diesel engine and call it a D19. The addition of the turbo required a taller hood and a larger fuel tank giving it an even beefier look. Tested in Nebraska in 1962, it was not the most powerful tractor tested, but it would be the first wheeled farm tractor with a factory-installed turbo. The hp rating on the D19 diesel would be 66.92 on the PTO and 62.05 on the drawbar.

IH followed up in 1961 with their turbocharged model, the 4300. While it was IH's first, it was pushing the boundaries to be advertised as an ag model and certainly not a row crop tractor. This 4-wheel drive model, designed primarily of Hough components, was powered by a 300-hp 817 CID diesel, turbocharged engine. It would be 1965 before International Harvester would send its Farmall 1206 to Nebraska in test #910. This iconic model would be IH's first two-wheel drive turbocharged model and would also be its first model to hit 100-hp on the PTO. While the 1206 will be classified by most as the first turbocharged muscle tractor, it wasn't the first tractor tested with that option.

Massey-Ferguson added their first turbocharger in 1966. While the engine was a 354 Perkins like that used in the 1100, the turbo added over 25 horsepower so the model using

that engine would be the designated the 1130. Under test #948, the 1130 showed an engine-horsepower of 120.51 while the PTO demonstrated 109.65.

The title "THE FIRST factory turbocharged farm tractor to be tested at Nebraska" was long gone. All that was left was "next". But for every brand, they had their own first. Oliver had taken their first with the 6-cylinder engine in the Hart-Parr Oliver 70 back in 1935, unless you count the Rumely 6. As for their first turbo, it wouldn't happen for Oliver until 1967.

The 50 series tractors had already been introduced. The big horse in the line for Oliver was the 1950, which was powered by the 453 GM engine. While the 1950 was a beast that you could hear roaring across the section, it was also a pricey model. Additionally, GM insisted that all parts for the engine come from their GM dealer network. In the tractor world, or even automotive, the dealers want to sell parts. Oliver was limited with this model. Their next move was to put another model in that horsepower class where they could sell their own parts. Taking the Oliver/Waukesha 310 engine that was used in the 1850 gas tractor, they added a turbo from the factory along with diesel power. The company now had a tractor with their own engine in it and it was their first turbocharged tractor to boot. In order to set this model apart from the GM powered 1950, Oliver changed this model to a 1950-T, designating "turbocharged". It would be Oliver's first factory-installed turbocharged tractor.

John Deere wasn't as quick to turbocharge their tractors. This was a perfect opportunity for M&W Gear as they were happy to sell the farmer a setup to squeeze all they could out of the 4010 and 4020 models. Deere of course was not happy about this and felt this modification would find the weakest spot in the tractor. Obviously, the warranty was voided on those tractors equipped with an aftermarket turbo.

By 1969, Deere had come out with their own turbo setup and a tractor designed to handle it. The 4520 was beefed up to withstand the extra power and demands of a turbocharged engine. Following M&W Gear's Add-A-Life kit, Deere included a larger radiator and fan along with an oil capacity that was double the earlier non-turbo models. The 4520 Power-Shift diesel was tested at Nebraska in test #1014, followed by the Syncro Range model with test #1015. PTO horsepower demonstrated was 111.41 with an engine-horsepower of 122.36.

Introduced in September of 1969, the 9000 would be Ford's first tractor to be tested in Nebraska with a factory turbocharger. By adding a turbo to the engine used in the 8000, this model really came to life. Drawbar horsepower on the 9000 was 117.35 while the PTO horsepower was 131.22. This was a real workhorse in the Ford line that had come a long way since Henry's 9N model.

The Case 1200 gets the placeholder for JI Case's first turbocharged tractor to be tested in Nebraska. However, it was a four-wheel drive and also Case's first four-wheel drive to be tested. Testing was done in 1964 for this model with test #868. The first 2-wheel drive model to be turbocharged by Case was the 1170. Tested in 1970 with test #1062, the engine demonstrated 121.19 hp while the PTO demonstrated 110.

If you really want to know who was the first to use a turbocharged engine at the Nebraska Tractor Test, we have to go back to 1956 and Caterpillar. While this was a track-type machine, the D9 Cat was the first to machine ever to use a factory turbo at Nebraska but few in the Midwest would consider it a farm tractor.

While Minneapolis-Moline appears to be left out of the lineup here, there is a reason. MM was well-known for their big bore, low RPM engine. With their high-cube engines, they didn't feel the need for turbocharging. Therefore, there was never a Prairie Gold tractor tested in Nebraska with that option. There were, however, some factory-installed turbos on some A4T-1400 models. There was also a turbo kit, referred to as an altitude compensator kit, that was offered for D585 engines and were dealer installed on G1350 and A4T-1600. This would be the extend of MM's turbocharging from the factory as that brand was soon swallowed up by White Motors.

The addition of a turbo brought about another need for the farmer. With more horsepower and more load, the fuel tank under the hood wouldn't hold enough fuel to get through the day. Thus the manufacturer and sideline companies came out with fender fuel tanks or auxiliary tanks. But that's a story for another day. HI

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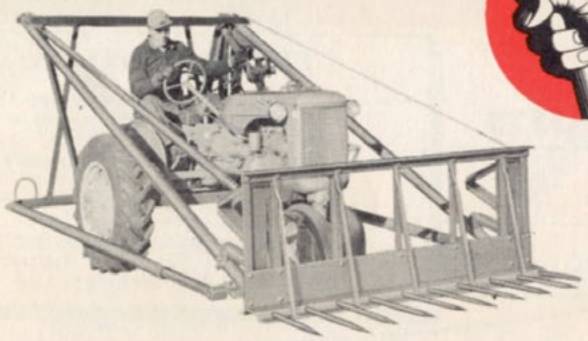
Farmhand®

The Long Line of a Short Line

by **Sherry Schaefer**

1951 lineup



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Lower cost version of "Heavy Duty" Loader. Makes smaller tractors do big jobs.

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Take right-angle turn. 8000 and 14,000 lb. load tested at tractor speed.

FARMHAND 3-Level Forage Unit

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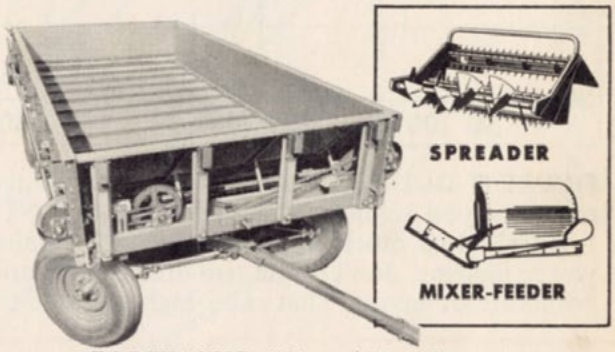
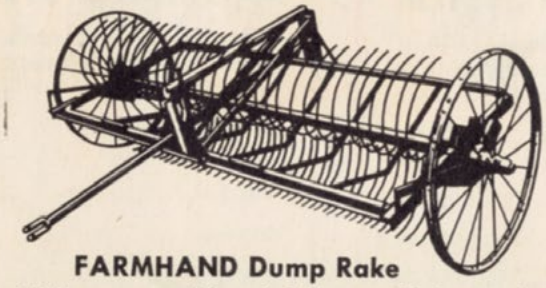


FARMHAND "Powér-Box"

6-ton, all-purpose wagon box, Spreader and Feeder Attachments. Self-unloading.



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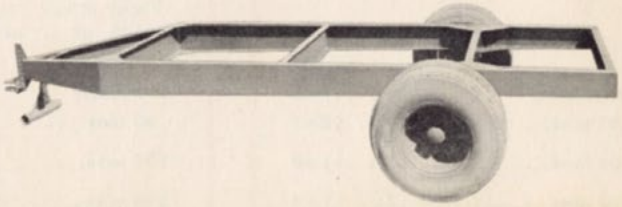


FARMHAND Single Axle Trailer

Trails smoothly. 14,000 lb. load tested at tractor speeds. Minimum weight on drawbar.

Your toughest farm jobs are easy with FARMHAND Materials Handling Equipment

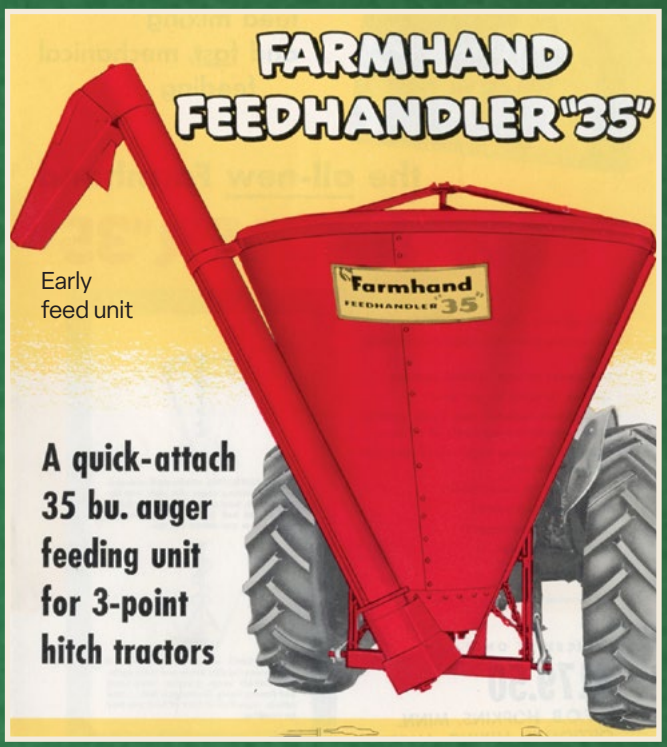
The Farmhand name did not originate as the company's name, as you would suspect. Instead, Farmhand was born from the Superior Separator Company that began in 1929 in Hopkins, MN. The company originally manufactured grain cleaning and separating equipment for elevators and mills. In 1938, the hydraulic farm-hand was developed. As one of the country's first tractor-mounted hay stackers, it became the forerunner of the modern tractor loader.

The hydraulic farm-hand became quite successful. In 1941, the Farmhand division formed under the umbrella of the Superior Separator Company. Unfortunately, WWII was underway, and operation of all Farmhand products was suspended from 1942 to 1947 due to emergency war efforts. For the remainder of the 1940s, Farmhand's product line was expanded to include the Power-Box high-capacity spreader, hi-speed dump rake, and improved models of the hydraulic loader. The 900 wagons, mixer-feeders, and unloaders for the power box were introduced in 1949, along with the 3-level forage box.

The company introduced other new products during the 1950s, including loaders, spreaders, stack movers, land levelers, wheel rakes, plus a full line of sugar beet harvesting equipment, sprayers, and a harroweeder.

With growth in mind, Superior (not to be confused with Superior under the Oliver flag) acquired West Coast Sales & Service in Tulare, CA, in 1959. West Coast Sales was formed after Melvin Morrill invented the side delivery rake in 1946. His invention created a successful product line of wheel rakes, which made a great addition to the Farmhand line. Then in November 1959, Farmhand acquired Central Oregon Iron Works, a manufacturer of bulk feed trucks.

In 1960, Superior Separator Company merged with Daffin Manufacturing of Lancaster, PA, marking Superior's third acquisition within 12 months. Although Superior was the oldest company in the lineup,



Early feed unit

Morrill rake

Daffin Corporation was selected as the new corporate name to eliminate confusion of the word separator, which was no longer of importance to the majority of the company's business. Daffin would consist of the Superior division, Daffin, Industrial, and Farmhand divisions. All combined, the new company would have a book value of $7 million dollars and employ over 700 people. Together, these firms would manufacture machine systems for animal feeding, hay harvesting, beet harvesting, farm material handling systems, grain and seed processing systems, and equipment for chemical processing. Daffin would continue to manufacture mobile mills and packaged feed plants at their facilities in Lancaster.

In 1961, Farmhand acquired the Green Isle Manufacturing Company of Green Isle, MN. This acquisition brought the Feedmaster portable grinder-mixer into the line.

When the Farmhand division celebrated its 25th anniversary in 1966, Daffin Corporation officially changed the name back to Farmhand, Inc. The Farmhand division accounted for 85% of the company's sales, so it just made sense to go with a name that truly represented the nature of their business.

Then in 1966, Farmhand introduced a new multi-purpose farm wagon specifically designed to meet the needs of dairy farmers or small- to medium-sized feedlots. Called the 220 mixer-feeder, the all-steel wagon had many advantages over others on the market. It looked more like a manure spreader with a side unload but worked extremely well for both loading and unloading along feed troughs. Farmhand also

Grinder

added the bale fork and bale accumulator to its hay handling line the same year.

The company was constantly expanding. In 1966, they opened a new facility in Greeley, CO, for the manufacture of sugar beet and potato harvesters. Two years later, they also opened a facility in Grinnell, IA, along with new warehouses in Omaha, NE, and Elk Grove, CA. It was reported that sales were up 27% in 1969. The company was well diversified with many products being manufactured; however, they might have offered too many products to be efficient.

The year 1970 was not a good one for the company financially. In an effort to cut expenses, the Hopkins, MN, plant was closed and sold. Products previously built there were transferred to Green Isle and Grinnell. The corporate office remained in Hopkins.

With the company suffering financial difficulty, they attempted to merge with Chromalloy in 1971. Farmhand called off the merger, finally selling to Arizona-Cattle Land Company (AZL Resources) of Phoenix, AZ. This was an agribusiness holdings company focused on ag machinery, cattle feeding, and natural resources.

During the mid-1970s, Farmhand built some products that were sold under another name. One of those was IH's 725/750 hay grinders. While they were sold under the IH name, they were the equivalent of the Farmhand 900B.

Farmhand continued to expand with the financial backing of AZL. It was a decade for new products, such as stackers, stackmovers, and tub grinders. Going into the 1980s, Farmhand worked on the development and manufacture

IH tub grinder

Late Farmhand logo

of labor-saving and efficient equipment for livestock producers. They also acquired several more companies. One of those was Murray-Carver, a cotton seed and oil seed processing machinery manufacturer.

In 1981, they acquired Hawk-Built of Vinton, IA. Hawk-Built brought liquid manure application into the product line. They also brought Dunham-Lehr into the Farmhand family, which was based in Richmond, IN. Founded in 1846, Dunham Lehr was one of the oldest farm machinery manufacturers in the US. In the early-1960s, the company brought to the market the very first Quick-Detach loader to be offered in the country. By the time the company was acquired by Farmhand, they had a new, modern manufacturing plant. In 1987, the company purchased Glencoe, a manufacturer of cultivators, chisel plows, and other tillage equipment.

By 1980's end, the product line consisted of 32 different pieces of equipment. The company that gave birth to the Farmhand name as a hay stacker, now gave a hand to the farmer in many different ways.

When you've captured the attention of Deere and Company, you know you've become someone. In 1979, Deere filed suit against Farmhand, which was painting their loaders the same color as the equipment they would be used on. Deere claimed it had exclusive right to the green color they used. However, they lost their appeal in court. While Farmhand admitted to using John Deere green paint, but they also prominently displayed their name on the loader. There would be no mistake about who made it. For JD tractor owners, Farmhand had been painting loaders JD green since 1976. "We didn't want farmers to have Christmas tree machinery. We have red ones, as well, for International Harvester." Although Farmhand won the case, the legal battle over green cost them $500,000 in legal fees.

the Farmhand name as a hay stacker, now gave a hand to the farmer in many different ways.

In 1983, AZL Resources was acquired by TOSCO, an oil refining, marketing, and production company based out of Los Angeles. TOSCO would be the new parent company of the Farmhand division. In 1984, it was announced that Farmhand would discontinue manufacturing at its Richmond, IN, plant; production would be moved to the company's facility in Grinnell, IA.

The early-1980s were tough times for Farmhand and nearly all manufacturers of that era. Falling land prices, high interest rates, declining exports of ag products, and the skeptical outlook of lending institutions caused the erosion of many farms and businesses. Farmhand was sold several times during that timeframe and never fully recovered.

In 1993, Farmhand and the Tye Company formed a new partnership named AgEquipment Group. Tye, a well-known Texas manufacturer of grain drills, had been in business for 30 years. This new partnership brought a wide variety of implements to an already established dealer network. This conglomerate soon caught the eye of a bigger fish. In 1995, Farmhand became part of the AGCO family when they acquired the AgEquipment Group.

Unfortunately, the Farmhand name no longer exists today. With a long legacy behind it, and a product line that was not short, the Farmhand name remains in the minds of every hay farmer or livestock operation in the country. It is said that there were over 100,000 of the original F-10 hay stackers built during their "hay day." Big, boxy, and looking like you were driving a bridge around the farm, this piece of equipment revolutionized hay operations in its day. A job that would take hours and many men became a one-man operation with little manual labor. Farmhand may have been a short-line company, but it was backed by a long line of products and historical innovations to reduce workload for the farmer. HI

Tye

Early F-10 loader

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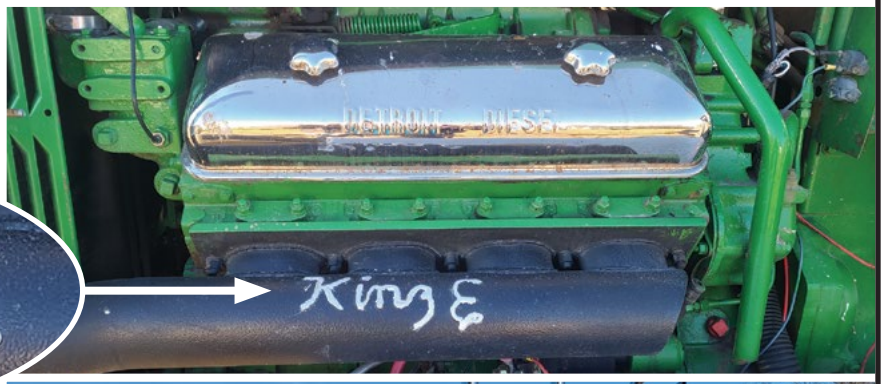

Both tractors were done by the original owner, and we are the second owner. Both tractors were signed on the manifolds by Jon when he did the repowers.

For more information, contact:

Santa-Deere Farms
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JD 4

MORE METAL + MORE

by **Sherry Schaefer**

240

POWER = IRON HORSE

The year was 1977. Due to a grain surplus and low crop prices, farmers were struggling to make ends meet. The widespread frustration among farmers created many protests and movements, creating a platform for their voices to be heard. It also resulted in the formation of the American Ag Movement, which is still active yet today. Despite unrest in the ag world, Deere forged ahead with the introduction of a new line of tractors to foster something positive in the future

– THE IRON HORSES.

When the New Generation series was introduced, it was a just as the name implied, and a huge departure from their iconic two-cylinder legacy. As with most new series, there were bugs to work out or areas of improvement after enduring rigorous field testing by the company's best user – the farmer.

Within a few years, the 10 series was replaced by the improved 20 series. This next series of New Generation lasted longer with more success than its predecessor. Progress never stands still, and every manufacturer was in the race during the 1960s. More is better! But, not always.

Deere's next step up was the Generation II series. While it incorporated new styling and the revolutionary Sound-Gard body, this series was built up from the 20 series and getting stretched to its limit. The 4010 diesel used the 380-CID engine, while the 4020 diesel went to 404-CID; both were naturally aspirated engines. When the Gen II series came out, the 4020 was replaced by the 4230. While it was a new look, it continued to use the same 404-CID diesel engine that was squeezed to get an estimated 111 engine horsepower.

To make up for the shortcomings of the 4230, its replacement offered a 466-CID engine over the 404 engine of the last series.

While horsepower had been increased on the 4230, the strength of its components had not increased proportionally. This constant need for more was stretching the capacity of the 4230. The mentality of most operators was, "If you've got it, use it." When loaded up and pushed hard, this model started having shortcomings. Although it was produced for five years, Deere knew it would have to up its game for the next series. As with most tractor brands, the average production of a series lasted around five years. While one series was being introduced, another was already in the works. The Sound-Gard body was a defining selling point for the Gen II models when it came out. Now, it was time to make improvements on the rest of the machine.

Five new models were introduced to Deere dealers and customers in the fall of 1977. "The New Iron Horses" were built with more horses and more iron, and consisted of the 4040, 4240, 4440, 4640, and the 4840. The three smaller models offered a 20-horsepower jump between each. The two larger models jumped up 25 horsepower. The series encompassed the range from 90- to 180-PTO horsepower.

The 4240 was the replacement model for the 4230. While it wasn't the big tillage tractor for the farm, it was a great choice for medium-duty work. To make up for the shortcomings of the 4230, its replacement offered a 466-CID engine over the 404 engine of the last series. The 466 engine with its larger bore would be used on the rest of the 40 series tractors, as well, but in different configurations. The engine in the 4240 was naturally aspirated. In the 4440, it was turbocharged. In both the 4640 and 4840, it was turbocharged and intercooled.

With the increase in power, there was also an increase in fuel consumption. The tank size on the 4230 was 37 gallons, but Deere increased tank capacity on the 4240 by 24% to 46 gallons. Even with the larger tank, it was barely enough to keep the tractor in the field over half a day. The tank on the 4440 had been increased 38% over the model it replaced.

Even the 3-point hitch put a little more Clydesdale in the horse. On the 4240, there was a 26% increase of lift. The standard capacity of lift was 5,732 pounds. An optional single-cylinder lift assist was offered to increase this even more to 6,766 pounds. Category II was standard on this model.

The 4240 gained around 900 pounds over the 4230. Without a Sound-Gard body and equipped with a standard transmission, the 4240's shipping weight was 10,000 pounds. The addition of a Sound-Gard body added 900 pounds; Power Shift added 300.

The 4240 was equipped with the Quad-Range 16-forward speed transmission in the base price. Power Shift was offered for an additional $1,245 (1981 price). If a standard Syncro-Range transmission was ordered, $996 would be deducted from the base price. Also offered was a creeper drive transmission for

Even the 3-point hitch put a little more Clydesdale in the horse.

super-slow specialized speeds. The slowest speed was 4/10ths mph while the top creeper speed was 1-3/4 mph. To put low gear into perspective, it would take 8.5 minutes to get from one goalpost to another on a football field.

The hydraulically-controlled Perma-Clutch introduced on the Gen II tractors continued with the 4240. This wet clutch used oil to dissipate heat, reduce friction, and greatly extend the life of the clutch. The name itself implied that it was a permanent clutch.

Hydraulics were provided by a closed-center system and an 8-piston 3" displacement variable-flow pump. The closed system assured a rapid delivery of pressure when called for. A constant pressure of 2000 psi delivered an output of 25.7 gpm. The exception was if the tractor was equipped with hydraulic-front-assist. In that case, more hydraulics were needed and a 4" pump was used to deliver 34.3 gpm. While the transmission case served as the main reservoir, a five-quart supplementary reservoir coupled to a charge pump assured sufficient flow under heavy demand.

The 4240 was equipped with one standard remote outlet. Dual outlets could be added for another $470. If a Sound-Gard body was included, triple remote cylinders were available as special order.

Hydraulics were supplied to the fully-hydrostatic steering. Wet-disc differential brakes could be operated individually or simultaneously. They could also be linked together for high-speed travel or transport mode.

An equalizing valve kept even pressure on both brakes for safe stopping in situations where quick braking was necessary.

A dual-speed PTO was standard equipment. On the 30 series, the master shield for the PTO could be quickly removed for attaching equipment. However, this allowed the operator to throw the shield next to the bin where it was never used again. The simplicity of removing it for hookup backfired for Deere, as they had anticipated the farmer would always put it back on after hookup. The shield on the 40 series was designed to flip up and out of the way, but it still remained on the tractor.

There were two axle lengths offered for the 4240. The axle in the base price was 86mm or 3 3/8" x 96". If you wanted long axles for duals, the diameter was the same but the length was 113". The axles were progressively larger on the next couple models in the Iron Horse lineup.

The 4240 did not come with a Sound-Gard body as standard equipment. Instead, it was equipped with a four-post Roll-Gard and fenders. If equipped with a Roll-Gard or Sound-Gard body, the tractor also came with a muffler extension.

The Sound-Gard body was one of those features that put Deere over the top with their Gen II machines. With the Iron Horse line, the tractor was further refined while keeping the luxury of the office environment sitting on top of it. With its sound-deadening interior and non-reflective black décor, the lighted dash was slanted to provide good visual without reflection. Overhead equipment such as radios, stereo, heat and AC controls, and two-speed wiper controls, were easily within reach of the operator. Forty feet of tinted glass allowed a perfect view in all directions. Included in the Sound-Gard body was a four-post ROPS

A new addition to the Sound-Gard on the Iron Horse was the Hydra-Cushioned seat suspension. Although this suspension was extra equipment, it provided a ride that would remove jerking and jolting. A hydraulic accumulator would act as a spring and absorb any shock of motion. The suspension automatically sensed the weight of the operator and would hold the selected position. According to Deere, the addition of this suspension would increase work output 25% by keeping you in comfort. The seat included in the Sound-Gard body was a brown tweed. On open-station models, the seat was a yellow vinyl due to exposure to the elements.

The Iron Horse 4240 came with many options. One would assume the Sound-Gard body was standard on this model, but it was not. With a base price of $31,606 in 1981, the addition of the Sound-Gard was an extra $4,941. This was not an easy sell going into the '80s when farmers were already struggling, but this new "mobile office" had to provide a bright light in dark times. Today, finding an open-station 4240 is a rarity.

An adjustable front axle was in the base price of the 4240, but there were different sizes. The 50"-76" was standard. If specified, a 54"-84" was offered as standard, but a 60"-94" added to the price. The more expensive option was the powered front-wheel-drive, which added almost $7,000 to the price.

The model was also offered with the option to make it a high-crop. Different fenders were needed, along with a different front and rear axle. These options were a price increase of around $3,000.

The 4040 was offered with a single front axle or a dual-wheel narrow front from the factory, but the 4240 was not. The owner of the tractor featured in this article has a particular fondness for the narrow front models, so it was converted. Jim purchased this tractor unrestored from a Mecum Auction. He was

Today, finding an open-station 4240 is a rarity.

HERITAGE IRON ROCKSTAR

JOHN DEERE 4240

owned by:
JIM LUDWIG
LANARK, IL

Photos by
SUPER T Farm Power

This open-station model was the perfect choice for cattle operations as a feed grinding tractor.

most interested in it because of the factory open-station option. It was also equipped from the factory with a unique tire size which gives it a beefy look.

According to production records, this 4240 was shipped on December 1, 1977 to Chamberlin, SD. Even though it was built in 1977, it is a 1978 model tractor, and was ordered as a factory open-station, row crop, with Power Shift. It was also ordered with special tires of 23.1 R34, which are tall and fat. Jim said it needed new tires when he bought it. After looking high and low and asking everyone, he finally found a set of Firestones in California – probably the only set left in the country.

While the 4240 was not designed to be the biggest horse on the farm, it certainly had its place. This open-station model was the perfect choice for cattle operations as a feed grinding tractor. The Power Shift transmission was an extra bonus! For a tractor that required the operator to get on and off regularly, this was as handy as it got and it had the power to do business.

When the Iron Horse line came out, others were competing for the same spot in the market. Massey-Ferguson revised their 1978 lineup with the 2675 and 2705. With 100-PTO horsepower and 120-PTO horsepower, they had a model on each side of the 4240. AC added four new models for the year, which included the 100-PTO horsepower 7000 and the 123-PTO horsepower 7020. Again, they had a model on each side of the 4240. IH came out with the 105-PTO horsepower 986, and White had the 2-105. Case was in the running with the 108-PTO horsepower 1090, and Deutz offered their 110A with 100 on the PTO. In 1979, Ford tested the TW-10 with 110-PTO horsepower. While most of the market was chasing the 100-PTO horsepower mark, Deere showed to be just a notch above.

With its extra iron and extra horsepower coupled with modern features, the Iron Horse line solidified the Gen II series. Deere was so confident with their new series that they added an extended warranty to certain components. "In addition to other provisions of the John Deere Ag Equipment warranty, John Deere warrants the engine and power train of our 90-180 horsepower tractors as follows: the engine, pan, block, cylinder head, rocker arm cover and timing gear case and all parts enclosed within, and the clutch, transmission, differential, and final drive parts and all parts within, plus drive axles, will be repaired or replaced as John Deere elements, if a defect appears and is reported to a John Deere dealer within 24 months after date of delivery to the original purchaser, provided the tractors hasn't been used more than a total of 1500 hours. Our extended engine and power train warranty puts our money where our mouth is."

In 1982, the Iron Horse Line was replaced by the 50 series, also known as the Producers. The 4240 would be produced into 1982 when it was replaced by the 4250. HI

SERIAL NUMBERS:

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1982: 25670

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A MAGNUM with a little too much FORCE

DON ROHL'S 7120

by **Ryan Kelly**

The Farm Crisis. Those are powerful words to those in agriculture who lived through it. To the ag world, the farm crisis of the 1980s overshadows the pop culture of that same time, which is celebrated today. Movies, music, fashion, TV, even the underwhelming performance of the automobiles, are revered today. In agriculture, however, the '80s aren't known for warm, nostalgic feelings. The '80s, instead, left some scars on Rural America.

The Soviet Union experienced a catastrophic crop failure in 1972. That event set up a time of explosive growth and expansion that pushed innovation in American agriculture unlike any before. The 1970s were the decade of "get big or get out." This would be the boom part of the cycle.

Clouds formed in Rural America as a new decade began in the 1980s. Rising interest rates, demand destruction, growing surpluses, overproduction with some deflation of assets, and a lack of liquidity all led to the worst financial environment in US agriculture since the Great Depression and the Dust Bowl.

Farmers were the face of this disaster, but they were not the sole victims of the farm crisis. The entire farm economy infrastructure suffered. From input suppliers to banks, farming was affected. The farm equipment industry was hit hard. Corporate giants fell victim to the times. Sales, mergers, and consolidation forever changed the players of the industry. Of all these companies, there was none bigger than International Harvester. IH sold the farm equipment division to Tenneco, the parent company of the J.I. Case Corporation, in the fall of 1984. The two farm equipment companies merged and Case IH was born. The two brands had their own respective product lines, but when they got together, something truly remarkable followed: the Case IH Magnum tractor.

After the storm, the sun would shine again. As the 1980s finished, my personal favorite farm equipment era began. In 1987, Case IH introduced the 7100 series Magnum. The Magnum was the tractor that started a renaissance in the farm equipment industry. Would there be a John Deere 8000 series or New Holland Genesis if there wasn't a Magnum? Probably not.

The tractor in this story is one of those legendary tractors, and is one to which I have a personal connection. This is the story of Don Rohl's 7120 Magnum. This 7120 is the tractor I think of when I hear "Magnum." Well, there's another one, too. That is Carl Smith's Night Moves Prostock, but we'll stick to farm tractors for this article.

I was a kid when my parents bought their farm. Don Rohl was one of the first neighbors we got to know. Don was baling set-aside and corn stalks from a tenant who was renting the farm when we purchased it. So, Thanksgiving 1988, Dad and I helped Don with some raking and baling with his HFWD 4020 and turbocharged (added) IH 986.

My grandfather had retired and moved to Mom and Dad's with my grandmother. My grandpa liked to work, and he started helping Don with fieldwork. In 1990, Don bought another dairy farm and needed some help with chores. Grandpa figured that his grandson (me) could be pretty good help. So, at age 12, I began my Rohl farm education. I learned a lot from tractors to cows, to polka and crops, and maybe even a little about beer. So, let's talk about

As much as Don liked machinery, though, he wasn't a single brand loyal guy. Tractors were generally red and green.

Don's Magnum – my favorite Magnum.

Don loved paint and iron. I remember he had a sign by the front door, "You can tell the men from the boys by the price of their toys." As much as Don liked machinery, though, he wasn't a single brand loyal guy. Tractors were generally red and green. There were a couple shades of green on Don's place. He owned a lot of John Deere tractors, but he also owned a handful of Deutz tractors. I would say when it came to Deere and IH/Case IH, Don probably owned equal volumes. On the implement side, he didn't favor one brand in particular. New Holland, Badger, Deere, IH – they were all there. I could go on, but you get the point. Don's family, however, was another story.

Don was the oldest brother of six boys that ALL went on to farm on their own individual farms. They were all "bleed green" guys except Don. The John Deere family connection didn't stop there; Don's three sons were also more into Deere than International.

In 1993, Don started tractor shopping. It was time to upgrade the big horse on the farm. His current lineup of big power consisted of a 3588 2+2, a 986 IH, and a John Deere 4320. Don had been really excited about the 2+2 when he bought it, but the enthusiasm was not shared by his sons. That tractor had been a mechanical headache. It had a hard life prior to Don's farm, and it wasn't going to be any easier there!

The 986 was the main chopping tractor and plow tractor. This wasn't your average 986, though. Don purchased the "9" brand new from Julian Walsingham in 1976. He had specifically bought a 986 knowing he wanted more power. The 986 had 436 cubes as opposed to 414 in the 1086. Don figured, why pay more for a smaller engine? The 986 was naturally aspirated as opposed to the 1086 having a turbo. Don bought the "9" and added the turbo to get a 1486 for less… kinda, sorta. The tires were eventually switched to 20.8 x 38.

The injection pump got a little tune-up from Don. He was the guy who taught me how to get into a pump and turn it up! The 4320 and the 2+2 were also turned up. The Deere was maxed out with all the power you could get out of the stock fuel system and turbo. Before anybody gets all worked up, yes, a 986 with a turbo is NOT the same tractor as a 1486. There are definitely some mechanical differences, but power wise, it was beyond your average 1486.

Back to tractor shopping. If Don was looking to upgrade and his current big tractor was pushing close to 200 horsepower, you would think he would be shopping for a 7140 or 7150 Magnum or a large frame JD 55 or 60 series. Remember the 986? Since the 7110 through 7150 all ran the same 8.3-liter Cummins engine with a turbocharger, why pay more? On the Deere side, a 4055 through a 4960 had the same 7.6-liter turbocharged engine. Now, I know you are thinking there are some big differences between those engines. There were differences in fuel systems, intercooling, etc. In addition to the engine differences, there are some substantial differences in the drivetrain components between the small and large horsepower models.

Don wasn't naïve enough to think there weren't any differences between the models. There was one thing the bigger models lacked – 540 RPM PTO. Don was a dairy farmer. The dual PTO capabilities were important. There were a lot of different jobs on a dairy farm, and he wanted the big tractor to be able to do anything. So, Don wanted the biggest model with dual PTO. That meant the 7120 Case IH, the John Deere 4455, or the then-brand-new 7800.

Obviously, he ended up with the 7120, but he was shopping around. Meyer Implement in Baldwin, WI, had a brand-new, leftover 4455 MFWD. This 4455 was sweet; MFWD, 18.4 x 42 duals, and, of course being MFWD, the 15-speed power shift. Don's sons really wanted

that Soundgard Deere. His son, Mike, remembers the 4455 costing $59,500.

In November of 1993, I went to the National FFA convention in Kansas City. The bus stopped in Waterloo, IA, and our group got a tour of the John Deere tractor works, engine works, and foundry. The tour was extremely cool. When I returned home, I told and Don and Mike that the stop at Deere was one of the highlights of the trip. Don must have made a mental note.

February of 1994 came along, and as luck would have it, Durand Implement (the John Deere dealer in Durand, WI) had a charter bus going to Waterloo for a tour. Being the nice guy he was, Don paid for Mike to go on the tour. It was just a day trip, as Waterloo is only a 3.5-hour drive from here. While Mike was gone, Don had the Magnum delivered. So, there he was, shopping for a tractor, and he sends his John Deere loving son to tour the Waterloo works. Obviously, Dad was buying a Deere, right? Guess not. Even though he wanted a Deere, even Mike had to admit he liked that 7120.

While the 4455 was a new tractor, the Magnum was a lease return. It had 1500 hours and Don paid $45,000. At that price, it came with a set of brand-new Firestone 18.4x42 duals. I think Don traded in a Deutz DX 120 MFWD, and the 674 IH. Mike couldn't remember for sure, either.

The tractor came from Vold's Implement in Osseo, WI. There were closer dealers, such as LaPean's in Menomonie, WI, and Bahl's Motor in Hastings, MN. (The latter we'll get back to, as they play a big part in the story.) Even though it had 1500 hours on it, it was significantly less expensive than the 4455.

I really thought that Case IH tractor was about as good as tractors would get. Don let me run it on tillage a little. Today, a 7120 is not a big row crop tractor, but to 16-year-old me, it was a horse! At about 150 PTO horsepower, a 7120 wasn't big, but in true Don fashion, it was about to grow into some bigger shoes.

I can remember coming up the driveway with Mike and seeing the still-under-warranty 7120 hooked to the 3960 chopper. It was parked after starting into a windrow of hay and the side panel was off. The question of, "What's wrong?" was answered as soon as Don started it. The telltale puff of smoke of that 8.3 Cummins starting looked a little bit darker and a little bit bigger. Don started back to chopping and went probably a few hundred feet before again stopping the tractor. "What's he doing now?" we were wondering. Again, the side panel came off. Was it too much power, too much black smoke? No, not enough! When Don got done setting the pump this time, there was no doubt it was getting more diesel sprayed into those 4.49"x 5.32"

cylinders. It definitely smoked more… and blacker. When he started chopping again, he didn't stop right away. There probably wasn't any point adjusting it anymore. He must have given it all it had! I think Don was more than a little happy and probably pretty proud.

That tractor ran strong and didn't have any problems – at first. When you turn up a tractor's horsepower, you obviously increase the strain on the drivetrain but some ways are worse than others. If you pull the same equipment you had, just faster, it's a lot easier than pulling bigger equipment. Don didn't buy bigger equipment the first spring. It wasn't long after, though…

The main jobs for the Magnum were tillage and running the pull-type forage harvester. The forage harvester was a John Deere 3960. It had a 7.5' hay pickup head and a 3-row narrow corn head. This was the same chopper the 986 pulled. For tillage, Don had a Kewanee disk and an IH 45 Vibrashank field cultivator. I seem to recall the 2+2 pulling those for the most part. He purchased a Vicon field cultivator setup for incorporating chemicals that the Magnum would pull. Later, he pulled a pan scraper a bunch with it. There was a Mohawk chisel plow that got pulled some. (I remember pulling that as a 16-year-old kid and thinking I was probably the coolest kid to ever steer a farm tractor!) Then there was the plow.

Don loved to plow. It wasn't just a job to do; it was an art. If you've ever been around those older farmers who take pride in plowing, it's serious business to them. They judge a man by the way their furrows lay, and the straight-as-a-ruler dead furrow.

Don had an IH 720 5-16" semi-mount plow that he would pull with the 986. The Magnum was going to need a bigger plow. Dick Anderson was selling a 6-bottom on-land hitch plow. The problem was this plow wasn't a spring automatic reset, and that wasn't going to work on Don's ground. So, he bought the plow and switched all the bottoms from his existing plow, then purchased an additional plow for parts. When he put the bottoms on the on-land hitch plow, he set it up for 18s. 6-18" gives you a plowing width of 9' versus 5-16"at 6.67'. The on-land hitch allowed the Magnum to have both axle mount duals on when plowing. This was much easier to switch from the plow to the field cultivator. The Magnum pulled those six bottoms easily, until…

One night in the late-spring, Mike was plowing some hay ground that was an older stand. Since it was later in the spring, the grass had grown up and was pretty tall. This was some hard pulling. Old hay has a thick root system you have to cut. In

Don Rohl and a young Ryan Kelly, 30 years ago.

the early-spring when the hay is just coming out of dormancy, you aren't fighting all the plant material growing. This was tall, green grass, making traction far from ideal. Add in compaction from ground that has had hay cut and harvested three times a year for a long time, and while the Magnum had all the power it needed to pull the plow, traction started to be an issue. Mike said he was in 12th (out of 18) gears when the Magnum started to hop. It hopped once, twice, and on the third hop everything stopped. The dash lit up with multiple lights warning the operator something was very wrong. The engine was running but the tractor wouldn't move.

Case IH had so much confidence in the 7100 series Magnum tractors they sold them with a five year/5000-hour warranty. The tractor was still under this factory warranty, so it was going to a Case IH dealer. Rather than take it to Vold's, where he bought it, Don called the closer dealer in Hastings, MN, Bahl's. Don's nephew, Lee Fiedler, was a young mechanic there.

They were able to determine the issue at Bahl's. The splines on the speed transmission input shift sheared, causing the hydraulic pumps to stop. The hydraulics lost pressure, the clutch packs wouldn't engage, and the tractor wouldn't move. Lee told me that the splines on this shaft were smaller than those of the previous IH 50 series STS tractors. Speaking of the 50 series, Jerry Nicolai, the longtime Service Manager at Bahl's and later Minnesota Ag Group, said they would get dual-speed PTO units out of 5088 tractors and install them

in Magnums. With a couple modifications, Don could have had a dual speed PTO 7130 or 7140.

The Magnum was fixed and it went back to Don's farm to work happily ever after until… it failed again. About a year later, the same shaft sheared the splines again. Since the repair was recent, the warranty should be at play. The five-year warranty was probably close to being up at this point, but if it was, it wasn't by much. This time, however, the situation was handled differently. Case IH sent a rep to see if they could figure out the cause of this problem child tractor. What better way to test the tractor than putting it on the dyno?

Don's nephew, Lee, was the one assigned the job. In Lee's own words, here's how it went. "I think the 7120 was supposed (OEM spec) to be 156-PTO horsepower at rated RPMs (2200) and 56% torque rise (power growth) at 1400 engine RPMs. So, if it was stock, you would have 243 horsepower at 1400 engine RPMs. Don's had 257 (I think) at rated speed, and I had it pulled down to like 320-PTO horsepower and it was still a ways from 1400 and I stopped. I was like, 'This thing is a frickin' beast.' Then, we did turn it down some. I don't recall to what, but it was still above spec nicely. It just wasn't completely unhinged."

That, as you would guess, voided the warranty! Don wasn't happy, but there really wasn't any arguing. Mike said they sat in a meeting with the rep and even he could see where it wasn't Case IH's fault. He thought Don probably should have bought a 7140.

The shaft that failed was updated to a 7240 shaft that was a larger spline. Once that update was done, the tractor performed faithfully and reliably for years. It really didn't need anything major done to it the rest of the time it was on the farm. Eventually, it did leave and the farm saw some changes.

Sadly, Bert, Don's youngest son, died in 2009. Bert was a really great person. In 2013, Don died. From age 12 until I was 21 and started farming on my own, I learned so much working with Don and his three sons. Even after I was farming on my own, Don still gave me advice. He even let me borrow the Magnum to retrieve a buried chopper box that my 1466 couldn't pull out one wet fall during corn silage harvest. Don gave me my first piece of rented ground. He taught me so much, probably more than I realize.

In 2020, Don's two remaining sons decided to disperse the dairy operation. The cattle and machinery were sold. The farm is still owned by middle son, Ed. Mike bought a small farm about a half an hour away.

What about the Magnum? It's alive and well. Randy Huppert, a friend of the Rohls, purchased it. Randy and his son, Corey, farm with a fleet of red tractors, including all the 7100 series Magnums from the 7110 to the 7150. This was their second 7120; the other is a two-wheel-drive. Sadly, Randy passed away in 2021. Corey plans on restoring the Magnum collection, including Don's, and keeping them lined up in the shed. I'm very happy to know it has a good home.

This was a particularly special tractor story to me, so thanks for reading. I'd like to thank Mike and Ed Rohl, Lee Fiedler, Jerry Nicolai, Corey Huppert, and Tony Reed (for the brochure photos). *For more tractor stories, please check out my YouTube channel: Ryan Kelly – Wititan2* HI

From the HISTORY VAULT

by **Sherry Schaefer**

60 YEARS AGO

March-April 1965

J.I. Case announced the organization of a Manufacturing Processing Development division. Based in Racine, it was formed to help develop new manufacturing processes for products to be used in the future. These studies would include work on machining, forming, welding, assembling, and material handling.

Hesston announced three new windrowers for the 1965 year. The 110 was an 8' windrower for the small acreage farmer; for large acreage farmers, the 500 was offered in widths from 12' to 16'. Also available was the 280, which was the latest in the 200 series and adaptable for over 30 different crops.

Hagie Mfg. of Clarion, IA, introduced their new rear-engine, four-wheeled hi-tractor, the model 435W. This new model used a 30-horsepower Wisconsin engine mounted to the rear of the machine. The spray tank had a capacity of 300 gallons. A new feature was the engine's ability to remain at a constant speed while the ground speeds were varied for the application.

According to Phillips Petroleum Company, LP gas tractors accounted for about 4% of the yearly factory production of wheel tractors in the previous year. Conversions averaged almost three times that number over the past seven years.

First quarter reports were in for several companies. Deere & Company reported worldwide sales for the first quarter totaled $162 million, which was 4% higher than the same quarter in 1964. Even with higher sales, the net income was lower than a year prior. Deere attributed this to costs incurred due to research, engineering, administrative, and advertising expenses. J.I. Case reported their first quarter sales at $47.5 million, an increase of 14% over the same period from the previous year. Like Deere, even though their sales increased, their net income decreased. Per Case, this was due the problems encountered with placing three new models into production and trying to increase total production capacity at a level never before attained in the Racine plant. Massey-Ferguson reported first quarter earnings had dropped "considerably" when compared to the same quarter as 1964. Sales were reported to be about the same as the first quarter in 1964, which was $145.5 million. However, the cost of rearrangement of the tractor manufacturing facility, coupled with seasonal fluctuations in sales, reduced the net income for the first quarter.

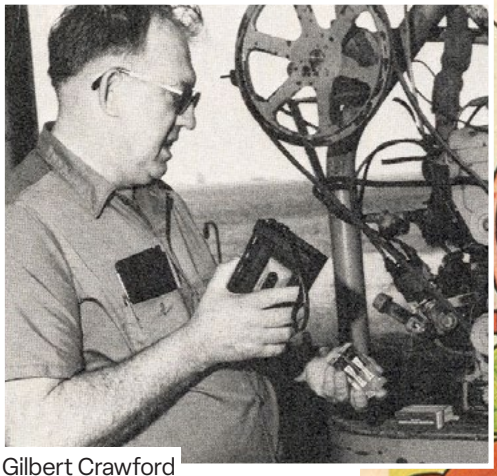
IH reported that sales and net income in the first quarter set new all-time records. Worldwide sales of IH and affiliated companies totaled $530.9 million compared with $474.9 million in the same period in 1964. Truck sales had increased 10.7%; farm equipment sales 17.4%, and construction increased 9.6%.

Oliver's marketing team was pushing to sell big tractors. They reported that 25% of cropland was occupied by farms owning between 10 to 179 acres, with 75% of US cropland occupied by big farms of 180 to over 1,000 acres. The push was for bigger horsepower, which at the time was the Oliver 1950.

The April 21 issue of *Implement & Tractor* featured the new Deere Hay Cuber. The 400 cuber was to be built in limited production in 1965. Coupled with the high-dump wagon, this became a complete system. The cuber was powered by a 6V71 GM engine.

50 YEARS AGO
March-April 1975

This is how it was done in 1975 – the next best thing to being there! Gilbert Crawford of Sullivan, IL, knew how to do it. When he wanted to order parts, he would recite into the tape recorder. Then, he would send his wife or daughter to the store and let the parts man play back the tape – the next best thing to being there himself. Prices for recorders started in the mid-$20 range and went on up to $150-plus. The most convenient models were the compact units that came with a built-in microphone starting at $60.



Gilbert Crawford

According to the Machinery Management department of *Successful Farming*, there was a fast shift to diesel engines. In the past ten years, diesel fuel usage had doubled on most farms. Diesel engines now accounted for at least 80% of the new wheel tractors sold. Of the 4.3 million tractors on US farms, about 40% of them burned diesel fuel.

First quarter sales were reported by several companies in April 1975. Hesston reported sales at $47.6 million up from $32.7 million the same quarter the previous year. White Farm Equipment reported sales of $276.8 million for 1974, up 42% from the previous year. Massey-Ferguson, Ltd. reported record first quarter sales of $437.3 million. This represented an increase of 29% over the same quarter in 1973. J.I. Case announced their sales of 1974 were $1,088 billion, up from $919.2 million in 1973 and $610 million in 1972. Versatile reported increased sales of $19.43 million in the first quarter. This was up from $9.05 million the same period the previous year.

Picture of Steiger dealers as published in the March 1975 issue of The Ohio Farmer.

(March 1, 75 p.4)

The following clip was printed in the April 7 issue of *Implement & Tractor*: Justice Dept. sues IH on Steiger deal – the US Justice Dept. has filed a civil antitrust suit in federal district court in Chicago seeking to force International Harvester Co. to divest itself of the 39% interest it has in Steiger Tractor Inc., Fargo, ND. According to the *Wall Street Journal*, the suit claimed that IH's acquisition of 39% of Steiger in May 1974 was a violation of federal antitrust laws in that it lessened competition in the sale of "four-wheel-drive and high-powered farm tractors." The account did not define "high-powered" by horsepower range.

In the What's New department of *Implement and Tractor*, IH introduced their new 800 Flex-Frame Trailing Plow. This plow could turn 10-12 18" furrows at one time. John Deere introduced their new 1510 high-dump wagon. Designed primarily for use behind forage harvesters, it had a bin capacity of 573-cubic-feet and a dumping capacity of up to 11 tons.

40 YEARS AGO

March-April 1985

The tractor of the future – to eliminate soil compaction, Isreal came out with their own tractor

known based on the Merkava tank. A 10-ton tractor, it was designed to move gently through the fields without crushing plants or compacting soil. For transport, the wheels were turned 90 degrees, so that it traveled down the road narrow. The vehicle was designed as a joint effort between Granot, an Israeli ag cooperative, and Ashot, a company that produced battle tanks.

The March *Successful Farming* magazine introduced the White 9320 rotary combine. Designed for the mid-sized farm, this was a scaled down version of the 9720, one of the largest combines on the market. While this machine was introduced to dealers and production had started, it was short-lived as Massey-Ferguson took over White's combine line.

The March issue of *Implement & Tractor* announced tests were being performed on 3-point hitches as part of the standard tractor testing procedure. This procedure was officially adopted by the board of test engineers on July 28, 1983. "The 3-point hitch hydraulic lift test will apply to all tractors brought for testing to the Nebraska Tractor Test Laboratory which have the three-point lift attachment as standard equipment or as an option."

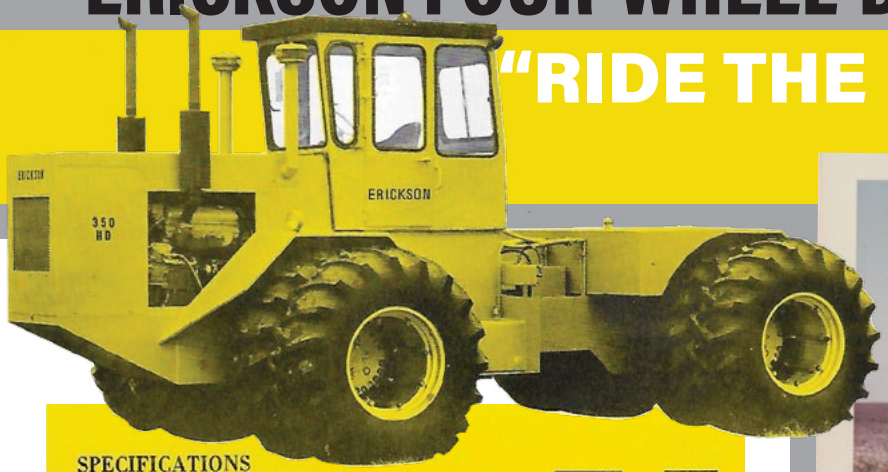
Allis-Chalmers announced a preliminary agreement to sell its ag division to Klockner-Humboldt-Deutz AG of West Germany in the April issue *of Implement & Tractor*. The transaction, valued at $100 million, involved business carried on the AC books at a value of $260 million. The purchase would require approval by the KHD supervisory board, the AC board, the US government, and firms to whom AC owed money.

According to *Implement & Tractor*, Detroit Diesel Allison Division of General Motors and Deere & Co. announced a signed letter of intent under which the two organizations would study the feasibility of forming a joint venture in the diesel engine business. DDA and Deere had intended on implementing a distribution agreement "as soon as possible" which would permit each company to distribute selected diesel engine products made by the other. At the same time, Deere & Co. announced a net loss of $28.2 million in the first fiscal quarter of 1985. Net sales to dealers were down 14%, while production was down 15%. HI

ERICKSON FOUR-WHEEL-DRIVE TRACTORS

"RIDE THE RUGGED ONE"

by **Jesse Henderson**



SPECIFICATIONS

ENGINES	8V-71 Detroit Diesel 350 H.P. OTHER ENGINES AVAILABLE
DRIVE TRAIN	Euclid - Fuller
TIRES	24.5 x 32 10 ply
WHEEL BASE	160 in.
WIDTH	112 in.
WEIGHT	29,000 lbs.
FUEL CAPACITY	220 gal.
HYDRAULIC SYSTEM	two 35 gal. tanks
STEERING	Orbitrol 20 G.P.M.
IMPLEMENT CONTROL	60 G.P.M. - 3 spool valve

SPEEDS	M.P.H.
1st	2.25
2nd	3.2
3rd	4.14
4th	5.17
5th	6.66
6th	9.00
7th	12.5
8th	18.8
9th	25.0
10th	32.0
1R	3.2
2nd R	4.1

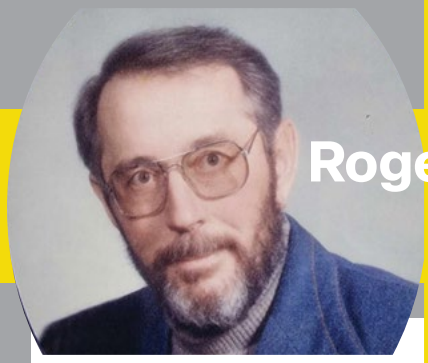
My earliest exposure to homemade four-wheel-drive tractors was when I was a young boy having seen a yellow tractor working in a neighbor's field. Unlike any I had seen before, that tractor was the brainchild of Roger Erickson of Tower City, ND, and belonged to another farmer who was a good friend of Roger's. I later learned he was one of several people who helped Roger build his tractors. Erickson tractors fueled my passion for homemade four-wheel-drive tractors and are the primary reason I began researching and documenting such machines.

In 1957, a farmer in the Erickson neighborhood purchased a new model TR-6 Wagner four-wheel-drive tractor. Shortly thereafter, news spread of the first tractor built by brothers, Douglass and Maurice Steiger of Red Lake Falls, MN. These tractors sparked an idea in young Roger Erickson's mind, and he eventually set about to build his own tractor.

In the early-1960s, Roger's good friends, Peter Kieffer and LeeRoy Kingsley, had each begun building similar machines on their farms by Wheatland, ND, just a few miles away from the Erickson farm. At the same time, Roger began building his own four-wheel-drive tractor with help from his dad, Leif Erickson, and another good friend, Doug Bruns. He used two WC Allis-Chalmers rear axles and devised his own center hinge. This was different from the hinge design used by the Steiger, Kieffer, and Kingsley tractors. He patterned his more on the design used by Wagner, or the John Deere 8010.

Rather than the oscillation hinge being above the driveline, he made a center hinge that allowed for the driveshaft to pass directly through the center oscillation point, eliminating some of the driveline issues

Roger Erickson pictured with an early ag tractor



Roger Erickson

6V-71 Powered Erickson

others experienced when at full turn. The power plant for this tractor came from a 1950 Buick car. It was an inline 8-cylinder engine, commonly referred to as a straight eight. For a transmission, he used both 4-speed WC transmissions; each one on their respective axle. He then devised his own ingenious shifting arrangement which utilized hydraulic cylinders on each transmission with a master cylinder on the front and a slave cylinder on the rear transmission. When the front one was shifted into a gear, it automatically shifted the rear one into the same gear. He then modified a transfer-case from an Adams roadgrader to drop power down to the driveline. He also adapted hydraulic brake cylinders to the WC's mechanical brake levers giving him braking at all four wheels.

Completed in 1963 at a cost of $800, this tractor was used successfully for several years before being retired from farm use. It then had a second life in the relatively new sport of tractor pulling. The straight eight was replaced with a V-8 Buick engine, commonly known as a Nailhead, which was a powerful engine and a favorite of hot rodders. The individual transmissions were also replaced with a 10-speed truck transmission. Apart from the engine and transmission upgrades, it has also undergone a few minor cosmetic changes over the years. It still runs and is a prized possession of the Erickson family to this day.

After the success of this first tractor, Roger decided to build a larger one. This time he used rear axles from a pair of Massey Harris Model 55 tractors and powered it with a 4-71 Detroit Diesel engine. The tractor axles were later replaced with heavier axles with planetary hubs. The design of this second tractor set the pattern for all succeeding Erickson tractors.

After these first couple tractors were built, Roger was approached in 1965 by neighboring farmer, Kenny Alinder. Kenny asked Roger to help him build a tractor, so in the winter of 1965/1966, they built the largest Erickson tractor to date. This one used McCormick-Deering W-9 rear ends and a 6V-53 Detroit Diesel that produced 185 horsepower, coupled to an 8-speed Eaton Fuller transmission that directed power through a transfer-case purchased from Steiger Manufacturing. The 18,000-pound tractor had a 135-inch wheelbase and rode on 23.1 x 26 tires. Operating at 2200 RPM, the powerful machine consumed 4.5 gallons of diesel fuel per hour while pulling an 8-bottom moldboard plow. It also handled 32 feet of field cultivator with ease. It was built without a cab but later had one added. In 1966, this tractor took first place in the heavyweight class at the state tractor pull in Page, ND.

Due to health issues, Kenny Alinder quit farming and sold the tractor to another neighbor. The W-9 rearends proved to be the weak link, and the second owner later upgraded it with Euclid planetary axles obtained from the Iron Range of Northern Minnesota. This tractor changed hands at least four times over the years. The most recent owner of it was a neighbor to the Erickson farm who also operated a diesel repair shop on his farm for years. He saved it from being scrapped and repowered it with an 8V-71 Detroit and an 18-speed Eaton Fuller transmission. This tractor was used on his farm until the spring of 2018 when he retired from farming. At which point, he sold this tractor to the Erickson family.

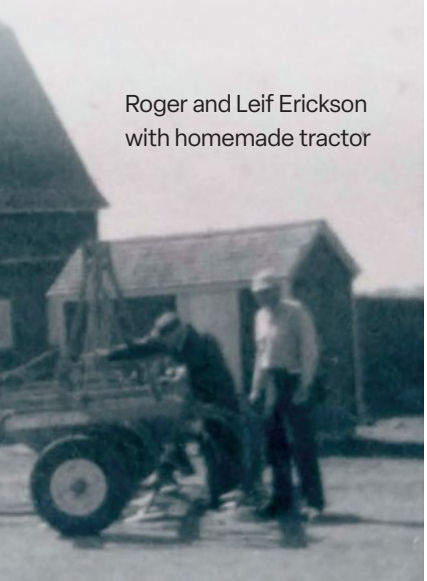
Seeing the success of Kenny Alinder's tractor, Kenny's good friend and Army buddy, Doug Quick, decided he wanted a similar tractor. In the fall of 1966, he asked Roger Erickson to build him a tractor, also. This time, a new inline 6-71 Detroit Diesel engine producing 238 horsepower was purchased, combined with a 10-speed Eaton Fuller transmission that was connected to a transfer-case designed and built by Roger using helical gears from D8 series Caterpillar tractors. Doug also bought Euclid axles with the intention of installing 24.5 x 32 tires, but these axles had outboard planetary hubs that were too large to fit 32-inch rims. So, a concession was made, and they decided to install 23.1 x 34 tires. The 34-inch diameter rims just barely cleared the hubs.

This tractor also had its hydraulic pump driven by a driveshaft off the front of the engine's crankshaft rather than a belt-drive like the previous tractors. A custom-built muffler designed by Roger was located beneath the front frame of the tractor and reduced engine noise to a tolerable level. The tractor initially cost $11,000 to build. A cab and dual wheels were added after the first year. Over the next two decades, the tractor logged over 8,000 hours of use pulling large implements, such as 60 feet of field cultivator.

After building Doug Quick's tractor, Roger decided to form Erickson Manufacturing Company and began producing more tractors. It is believed a total of eleven tractors were built by Roger Erickson and Erickson Manufacturing. Several were built for use on his own farm, while approximately half were sold to other farmers, building them on a custom basis. The production tractors, now designated as the Erickson model 350-HD, all had a nearly identical look. There were some minor differences, as they were all built by hand and some used components for slight variations. Most of them were built with either an inline 6-71 Detroit or an 8V-71 Detroit Diesel engine with a 10-speed Eaton Fuller 10F-1220 transmission. A dual-plate 17-inch Spicer clutch assured long life with minimal slippage and an air-operated treadle valve reduced pedal effort for the oversized clutch.

The frames were built with new 1/2-inch steel plate with channel iron reinforcement on the front frame section and 3/4-inch steel plate for the rear frame, which also housed the 220-gallon fuel tank that was built from 1/4-inch material. The fenders and hood were fashioned from 3/16-inch steel resulting in a tractor that weighed 29,000 pounds on a 160-inch-long wheelbase. To reduce cost and also offer the most durable axle he could find, Roger made use of Euclid axles with outboard planetary hubs, most of them salvaged from iron ore trucks obtained from the iron mines near Hibbing, MN. He would then disassemble and completely rebuild the axles with new bearings and seals and replace any gears if required. A final drive ratio of 23:1 allowed for a wide range of speeds from 2.25 mph all the way up to an impressive, albeit scary, 32 mph road gear. Stopping a tractor of this size was also no issue with the integrated air brakes on each axle. Due to the size of the massive Euclid axles, the tractors were 9 feet 4 inches wide to the outside edges of the planetary hubs. Equipped with dual 24.5 x 32 tires, the overall width would surpass 14-feet wide. In the late-1960s and early-1970s, few tractors were comparable in size.

While new Detroit Diesel engines and Eaton Fuller transmissions were purchased, Roger built his own transfer-cases by first using salvaged D8 Cat gears and later using new gears and shafts purchased from the Allison division of GM. These gears were used in the Euclid TS-24 scraper. These later drop-boxes were far more durable and able to withstand 350 horsepower or more. They also served as the oil reservoir for the steering system, which incorporated cooling and pressure lubing of the bearings by using the return circuit of the steering pump to feed directly into each of the bearings. Roger built the transfer-case housing from one-inch steel plate. The boxes



Roger and Leif Erickson with homemade tractor

were then annealed to reduce stress by heating them in a forge he built that was fueled by used gear oil drained from the Euclid axles. After heating, they were cooled very slowly to prevent crystallization of the steel and to improve machinability. He then had Larson Welding and Machine of Fargo, ND, line bore the boxes for precise alignment of the shafts.

The freshly milled boxes would then be assembled with the gears resulting in a drive ratio of 1:1. The input shaft of the transfer-case was connected to the transmission with 9C mechanics style u-joints, as was the lower output shaft to the front axle. To reduce cost on the multi-piece rear shaft, Spicer 1710 series u-joints and shafts were used there. Two 35-gallon hydraulic oil reservoirs were built onto the frame, with one on each side, also serving as a step to access the operator's platform. The low, unobstructed location allowed for easy filling of hydraulic fluid. Tandem hydraulic pumps provided a combined 60 gallons-per-minute of flow to the 3-spool implement, while a separate 20 gallon-per-minute pump would handle steering duties.

Some early tractors were built without cabs but most were later fitted with new cabs; the majority of new tractors received cabs at the time of construction. Building tractor cabs is a time-consuming and surprisingly challenging task, so Roger had the cabs for his tractors built to his specifications by Cozy Cab of Litchfield, MN. In 1970, a base model Erickson 350-HD with a 6-71 engine listed at $25,000, while a fully-equipped model with a cab and 8V-71 engine sold for $29,000. Between 1968 to 1970, five tractors were constructed with most of the work being done during the winter months by Roger along with a small crew comprised of some of his friends and neighbors. As late as the early-1980s, Erickson tractors were still being advertised to be built on a custom basis for those who wanted one.

In 1979, Roger built his biggest tractor; this one powered by a 475 horsepower 12V-71 Detroit Diesel backed with a 6-speed Allison automatic transmission. He designed his own transfer-case for this one, as well, but decided to make a change from being gear driven and instead opted for a chain drive which utilized a 9-1/2" wide Morse Hy-Vo chain. The inverted tooth chain allowed for smoother and quieter operation and was also able to withstand greater horsepower. The transfer-

case itself is an engineering masterpiece. It is pressure lubricated, cooled, and employs a unique tensioning system designed by Roger. The upper shaft is built on an eccentric that allows it to be rotated to take up any slack in the chain.

This tractor had an air starter, air brakes, dual 30.5 x 32 tires, with 18.4 x 38 triple tires added later, a 500-gallon fuel tank, and an air-conditioned rubber-mounted cab designed and built by Roger, himself. While all Erickson tractors were yellow in color, with either silver or white wheels, the V-12 was first painted yellow with a black cab and hood to distinguish it from the others. Later, the cab and hood were both painted white. This tractor was repowered by Roger's sons in the early-1990s with a twin turbo 12V-71 putting out over 600 horsepower. It was used on the Erickson farm until 1996. It is still in operating condition and could be put back to work at any time.

When actively being used for farm work, it pulled a 60-foot chisel plow. When moldboard plowing was more commonly practiced, it pulled 21 bottoms, accomplished by hooking three plows together. Alfred Steidl, a neighbor of the Erickson family who had also built his own four-wheel-drive tractor, was so impressed with Roger's V12 tractor that he built several 1/16th scale toy models of it. Occasionally, one of the toy models will come up for sale. The most recent sale of one was in February 2024 where it brought over $2,500 at auction.

Roger Erickson unexpectedly passed away of a massive heart attack in 1992 at the young age of 57. His death took many people by surprise, as he was very well-known and respected in the community. He was a very talented man capable of building or fixing anything. People still speak of him in high regard to this day. Some of the other tractor builders I spoke to told me if they were having difficulty with their own tractor, that they would often times go to Roger for advice.

Roger's three sons continued farming for a few more years after his death. During that time, they also rebuilt one of his older tractors, as well. They repowered one of the V8 models with a 12V-71 Detroit, which they used alongside the other V12 tractor Roger built. They found a used Steiger cab and modified it for this tractor. They used both V12 powered tractors along with a tractor that Roger had upgraded himself with a turbocharged 8V-92 Detroit. This 8V-92T powered tractor now had over 400 horsepower along with a cab that was built by Roger, which was even equipped with a hydraulic tilt for easier access to the transmission and other components, if needed.

While most of the Erickson tractors built are no longer used for farm work, it is believed that all are accounted for. The Erickson family owns six and the others are prized-possessions of the individuals who own them. Erickson Manufacturing may not have grown to the size of Steiger or other manufacturers, but they left a pretty good mark on the history of early four-wheel-drive tractors. HI

First and last Erickson tractors

MINI MUSCLE

by **Fred Hendricks**

DRAEGER SISTERS
Farm Toy Connections

The Draeger sisters of Arpin, WI, are drawn to farm toys through their grandfather, Dale Landwehr. Dale owns a Deutz farm equipment repair shop and dealership. He is also an avid collector of related scale models and antique tractors. The girls like to hang out at Grandpa's business and check out his toy tractors. Olivia, oldest of the sisters, has developed a keen interest in his collection.

Dale Landwehr, grandfather of the three Draeger sisters and owner of the 1977 Deutz Model D 30 06 tractor is in the driver's seat. His granddaughters are Maddie seated on the fender, Kenzie wearing the bonnet, and Olivia seated in front.

Olivia is shown with her Lego John Deere Model 4620R 4WD tractor and Model 42136 trailer Lego kit that she assembled.

With Olivia's fascination, she received a 1/24 scale Deutz kit made by Revell as a Christmas gift from Grandpa. She was seven years old at the time. Grandpa promised to help assemble the kit when she was old enough to assist. That promise slipped his mind, but Olivia reminded him when she was about nine years old.

The girl's mother and Dale's daughter, Tiffany, commented, "Olivia was excited when Grandpa agreed to assemble the toy kit. As Grandpa noted, it was a Deutz model D30 tractor. Together, they laid out the pieces, followed the directions, and began snapping it together. They contributed equally until the model was totally assembled."

Young Girl's Intrigue

Tiffany explained her daughter's interest, "Olivia has been attracted to tractors since she was a toddler. In fact, she would often climb on Grandpa's tractor and ask for a ride. Grandpa displayed several tractors at local antique tractor shows. Olivia learned about the parades during the show and was anxious to be a part. When we arrived, she would immediately climb on the designated tractor and anxiously wait to ride in the parade."

By age three, Olivia sat on her grandpa's lap to help steer the Deutz Model F1 L514 tractor. She first practiced at the dealership, and then she helped her grandpa drive in the Edgar Steam Show parade.

Driving with Grandpa was not enough for Olivia. By age seven, she was given the chance to drive a tractor on her own. Following instructions, Grandpa put her on a Massey-Harris Pony. She drove it alone around one of the machine sheds. Now,

she has learned to drive several of the larger Deutz tractors.

"I was excited when Grandpa let me drive the tractor by myself the first time," Olivia said. Per her grandpa, she had a smile from ear to ear.

Model Building Grows

Two early kits that Olivia put together were a wood tractor and a lighted block kit tractor. Last year Olivia was given a John Deere tractor-trailer Lego kit to assemble. The tractor is a Model 4620R 4WD and the dump trailer is a Model 42136.

"The kit included good pictures and directions," Olivia explained. "I first put the body together and then the cab. The tires were then snapped together and mounted on the tractor. With those steps, the tractor was complete. After that, I followed the trailer instructions and put it together."

When asked if there were difficult parts, Olivia responded. "Everything was pretty easy. A few times, I put pieces on the model the wrong way. I saw my mistake and fixed it. I think it took maybe an hour or an hour and fifteen minutes to build the kit. Now, it's in my bedroom to look at."

As a Deutz dealer, Dale was asked how he accepted a John Deere model in Olivia's collection. He smiled with approval.

Dale ordered a Deutz-Fahr Model 5120 pedal tractor from abroad. Olivia has since assembled the tractor. "She found great enjoyment following the instructions in the assembly steps. If Olivia could find them, she would like to build more Lego or snap-together scale model tractor kits," Tiffany said.

Sister Tractor Interest

The Draeger sisters are homeschooled. A favorite get away is visiting Grandpa's shop and museum whenever possible. Tiffany noted, "It's about a half

Maddie is pictured with a favorite scale model from her grandfather's collection, a 1/32 scale Deutz Agrotron TTV-1160.

This 1/16 scale Deutz-Allis Model 9150 tractor is a favorite for Kenzie.

Olivia's collection of scale model tractors that she assembled from kits.

Next on Olivia's assembly to-do list is this imported Deutz-Fahr Model 5120 pedal tractor.

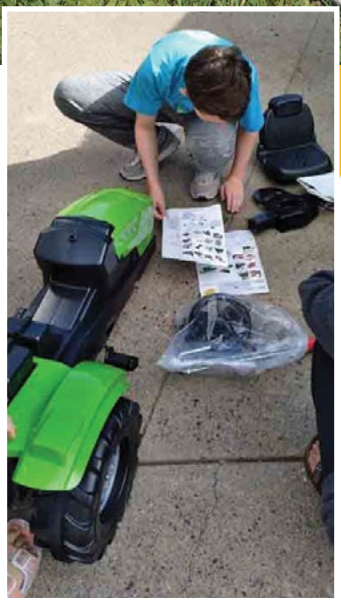
The first pedal tractor Olivia received as a gift, a Deutz Agrotron K 90.

hour drive to Dad's business. During the school year, with sports and other activities, it's hard to visit. However, we pop in once in a while. Visits during the summer months are a little more frequent."

Olivia is the oldest of three sisters at twelve years of age. Her favorite school subject is reading, especially mysteries. She likes to play soccer and softball when not in the classroom. In fact, Olivia plays soccer on a church team. "I like to watch them restore tractors in Grandpa's shop. He has lots of scale models and my favorite is a Deutz-Fahr Model 5130 TTV. The big tractors in the museum are really neat. I like the Deutz Intrac-2004 because it's a cool tractor," she says.

Maddie is ten years old and in fifth grade. "Math is my best subject in school. When I'm out of school, I like to play with my neighbor friends, especially kickball. At Grandpa's, I like his 1/32 scale Agrotron Model TTV-1160. My favorite big tractor is the Deutz Model F3 L514 tractor because it's a beast," she shared.

Kenzie is the youngest of the three sisters at age seven. "Like Maddie, I really like math in school. Playing dragons with my friends is a lot of fun. There are two really neat toy tractors at Grandpa's. They are the Micro-Mini Deutz Model D 25 06 and the orange Deutz-Allis Model 9150. Grandpa says the big Lamborghini 2R tractor that I like came from Italy. I wish Grandpa would take me on more rides with it."



Conclusion

It is fascinating to see such strong interest by Olivia in scale models and full-size tractors. With this early curiosity, only time will tell what her future might hold with farm equipment.

When asked if she had ever accompanied her grandpa on a trip to deliver a tractor, she responded, "No, but if he asked me, I would sure like to go." Stay close to Grandpa, learn all you can and maybe you can be his partner someday, Olivia. HI

About the author: *Freelance writer Fred Hendricks of Mansfield, OH, covers a vast array of subjects relating to agriculture. You may Email Fred at fwhendricks@gmail.com*

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