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OLIVER HERITAGE 100th ISSUE

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CENTENNIAL
CELEBRATION

CLETRAC
100

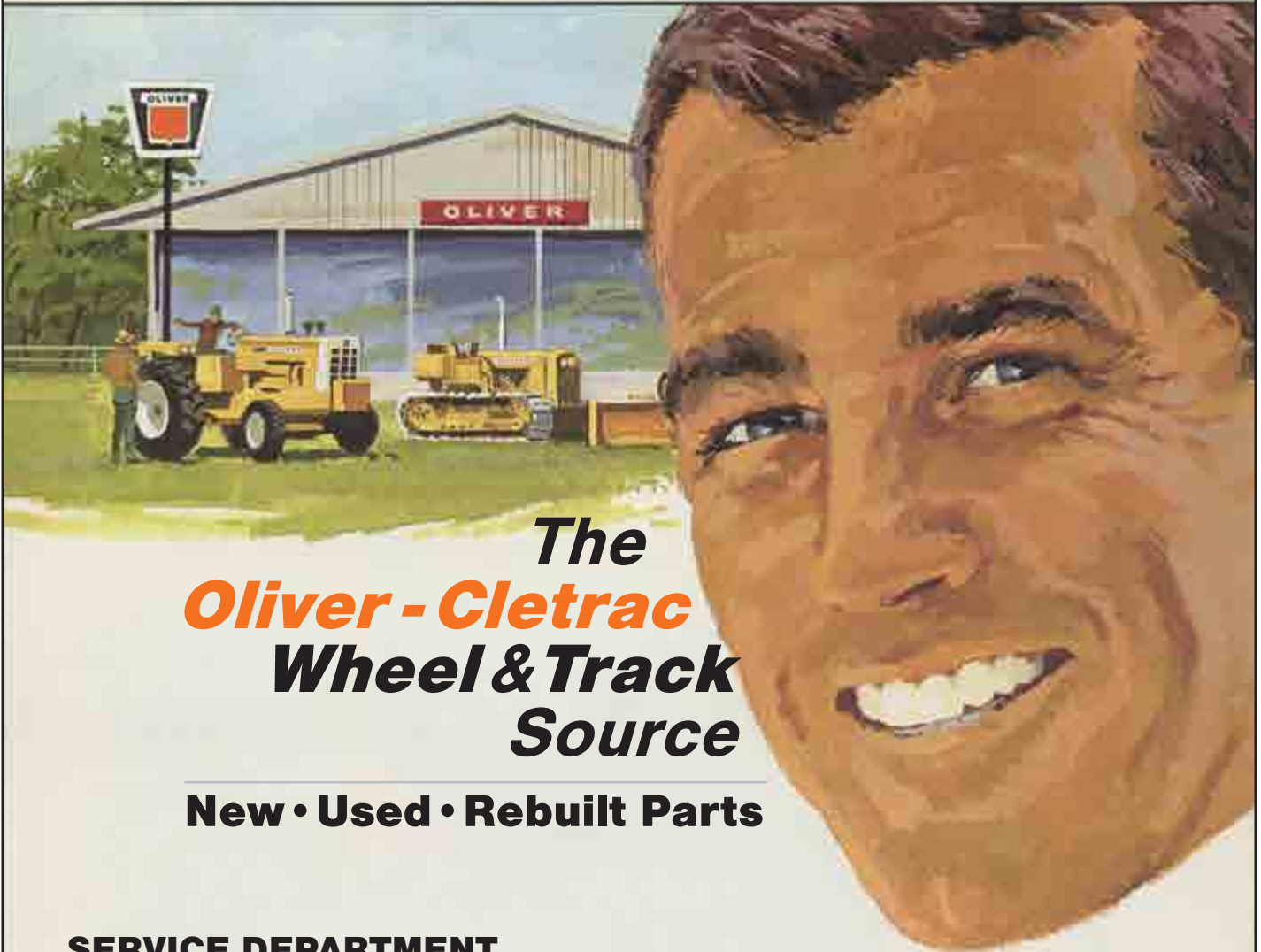
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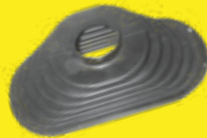
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 A New Line of Power

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Sherry Schuster
EDITOR



IS THE
**OLIVER
GIRL**

The Oliver Certified logo, which consists of a black square with a white border. Inside the square, there is an orange shape resembling a plow or a similar tool, with the word "CERTIFIED" written in white above it.

Out with the old, in with the new! This goes for two things: 2020 and *Oliver Heritage*. As you might have noticed, we've taken on a new look. This issue represents our 100th since May 2004. It has been 15 years since we really made any changes to the magazine so it was long overdue.

First, you will notice the new cover with a bigger photo of your favorite brand. Inside you will find a cleaner look along with new departments. It is our desire to cover several eras in the Oliver lineage. We'll start in the early years with a story of the Oliver Chilled Plow Works or Hart-Parr, and we'll obviously continue to cover Cletrac along with Oliver. In addition, we're going to step into the next decade and cover some of the White line. Our plan is to cover each of these in every issue to give readers a broader range of articles. We've also brought back *Ask the Oliver Mechanic*. What better way for *Oliver Heritage* to move into the next decade than with a fresh look! We hope you enjoy it.

With no shows to go to in 2020, I'm counting the days until we have the first show in 2021. I predict large numbers of people and a lot of new restorations.

With nowhere to go, people have spent a lot of time working in the shop or getting projects finished. The Half Century of Progress show in Rantoul is going to be bigger than ever in 2021. We can't wait! But it's been so long since we've seen each other, I feel like we're going to need to wear nametags.

I've been spending quite a bit of time at Dad's over the last few months. I only wish I had spent this much time over there when he was still around. Going through a lifetime of collecting is a herculean task. Not a day goes by when I don't learn something new or wonder, "Dad, what were you thinking?" There are so many things I wish I had done differently but it's too late.

The presence of a special person in your life should not be taken for granted. As you sit here reading this, there is probably a person sitting next to you or in the other room, or just down the road. Imagine for one minute that in the blink of an eye, they're gone. Not just to the store, but forever gone. Never for the rest of your life will you hear their voice, ask them a question, or hear their laughter.

No one is promised tomorrow. They say, "all good things must come to an end." I was one of the lucky ones. I had

it good. As painful as this year has been, it has also taught me things. Don't leave things unsaid. Don't pass up the chance to spend time with someone because you never know when it will be your last chance.

As I was going through the vault where all my Oliver literature is stored, I ran across an Oliver Christmas note sent out to dealers. It reads: "*The year 1930 is one we are all glad to leave behind. If for no other reason there should be rejoicing at the opening of 1931. Let's enter the New Year with courage and the conviction that we can make an outstanding success of Oliver. - M.W. Ellis, President.*" That was 90 years ago. Change the date to 2020 and we can send the exact same message.

Other than the start of the Great Depression, I'm not sure of all the obstacles of 1930. As bleak as it might have looked to them, they made it, and we will, too. At the end of the card was a P.S. "*Adversity has only knit us closer together for a more determined effort which must be rewarded with success.*" I can't think of a more fitting closing for 2020.

**Merry Christmas and
Happy New Year! - Sherry**



SHARE YOUR TRACTORS AND THOUGHTS IN A LETTER TO *US* TODAY!

Send letters to:

OLIVER HERITAGE
PO Box 519
Greenville, IL 62246

Send emails to:

Sherry@oliverheritage.com

Hey Sherry,

Dad's Oliver 70 is 70! I wanted to share some of my Oliver heritage with you. The first photo was the horsepower my dad, Glen Lower, used before his Oliver 70. I was three-years-old at that time. My dad was my hero and best friend. After WWII (South Pacific Theatre), Dad came home to the farm in Pleasant Lake, IN, to escape.

Due to the post war shortages of tractors, he was put on a waiting list, (Oliver, John Deere, and International). The Oliver 70 became available and Dad purchased it along with a set of 2-row cultivators and the 102 Plowmaster plow (2-14 inch Rooster comb plow with Radex points). The Oliver 70 has an aluminum hood, which I think was characteristic of post war Olivers due to raw material availability.

Dad passed away in 1991 and the Oliver 70 sat in the garage. The only care it received was a yearly crank over. I took it down to my neighborhood repair shop and friends, Steve and Jeff Mellott, got it running. This spring I had the joy of plowing and disking with the 70 once again. While plowing, it occurred to me the Oliver 70 is 70-years-old!

I have kept almost all of Dad's tractors and equipment. Dad had two Oliver 660s. He liked them for their versatility and I still own them. The horse plow in the picture is a 405 plow. I have been a subscriber to your magazine since day one. The photo of an Oliver 660 on the first issue, sold me.

Keep up the good work.

Jerry Lower
Winona Lake, IN



Jerry,

What a great story! That is a very nice original tractor. You should be very proud of that one and the story that goes with it. Your dad looked mighty proud with his 2-horsepower team but I'm sure the 70 made him forget all about them.

Good job hanging on to all his iron and keeping it going for him! Thanks for sending the pictures. Sorry it took so long for me to run your letter... the 70 is probably 72 by now! - Sherry

100TH ISSUE



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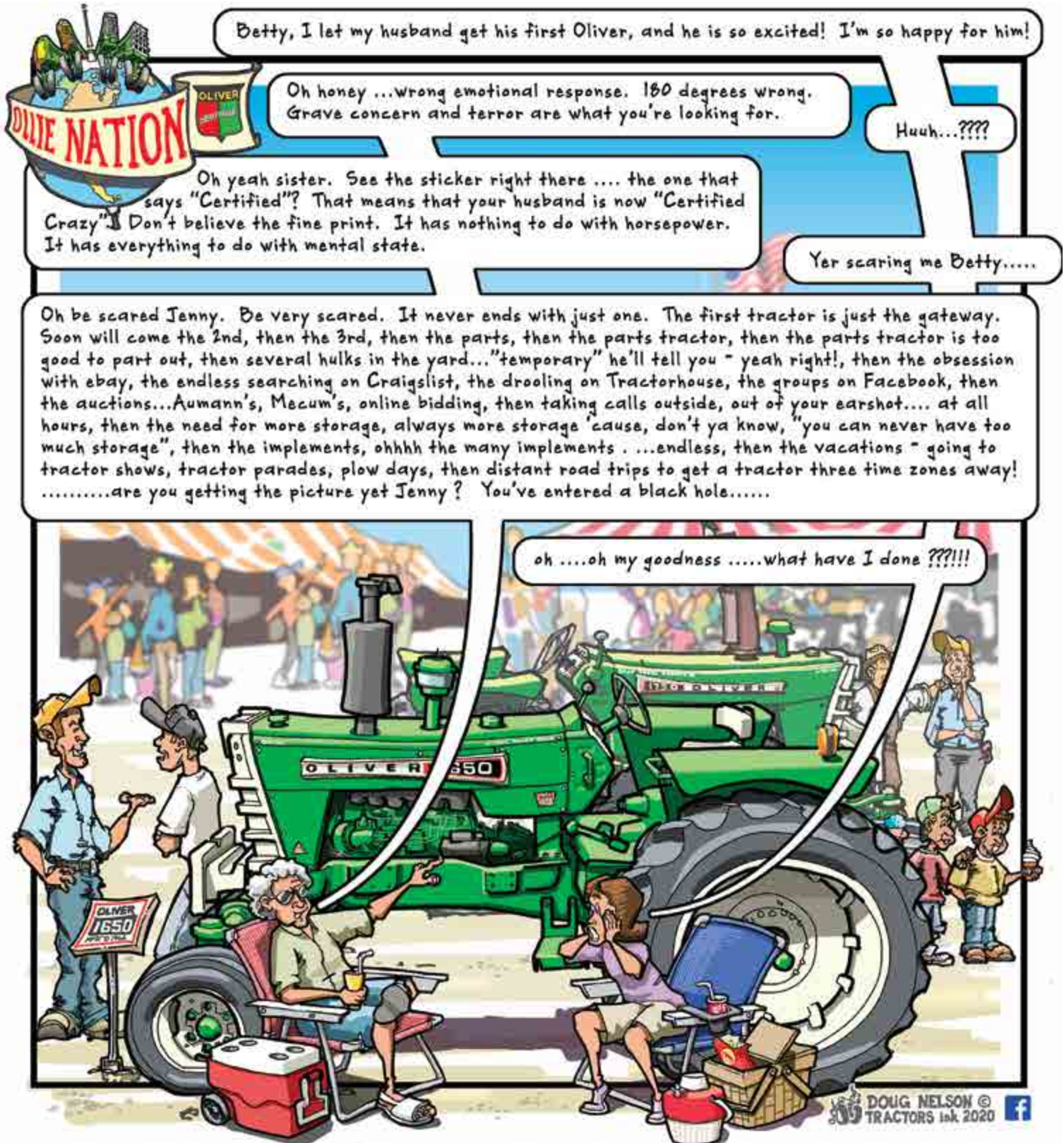
Hi Sherry,

First of all, I understand your struggles with the loss of your dad. It is quite an adjustment to make. I wish I had known him.

I noticed your response to the brake lock for the Oliver tractors. I have a 1940 Oliver 70 with the Mississippi Engineering Company brake kit on it. My dad had it on his 1944 and put it

on mine when his was parted out. I know of two other 70s close to me that also have it, and I saw one on eBay a few years back. It really makes the tractor a lot easier to operate, but the lock isn't the easiest to use when you get older and can't bend over as easy.

Also, there is a picture of the steering wheel that came off Dad's 44. It is covered with some type of composite rather than



rubber. Dad told me during the war that due to the rubber shortage they had to come up with something else to cover them with. I have never seen another one on any brand of tractor. It is starting to fall apart and I have taped it up to hold it together, but I need to find a way to preserve it.

If you could send me a copy of the brake information so I would have it with the tractor, I would appreciate it. If you would like to see mine, feel free to stop if you travel through or over S.W. Iowa.

Thanks,
Gary Lensch

Gary,

The loss of Dad is a daily struggle. I am surrounded by everything he was unless I'm in the air. Even then, Dad wanted to be a pilot but his stomach couldn't handle it. When I got out of high school, he even went to ground school with me through a local college course. I still have his old books. So there are times in the air when I can't escape the struggle, too.

I don't have the actual literature on the brake from Mississippi Engineering, but attached is the ad from a 1951 I&T product book. I'll keep looking, but so far all I can find is advertising along with some of the other products they built.

As for the steering wheel, I have never seen one of those before but your Dad's story is plausible. If it were mine, I would be tempted to coat it with a 2-part epoxy clear coat. If any of it drips, it can still be sanded down and buffed to a clear again. I would probably go check with a body shop and get their recommendation, but an epoxy sounds like a good way to preserve it. - Sherry



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Sherry,

We met back in 2008 when you did an article on my grandfather's 18-28 and the Herb Langendorf dealership, October/November 2008, "Trick or Tractor." I have since added a White FB-16 and an Oliver 1800 to my small collection.

In December of 2017, I was diagnosed with AML (acute myeloid leukemia) and spent over four months of the following two years at Siteman Cancer Center in St. Louis. After several rounds of chemotherapy, a bone marrow transplant, and a stem cell transplant, I am at this time considered cancer free.

During that time, I have had the opportunity to meet many wonderful, caring people. One such person was nurse practitioner, Stephanie Vollmer. She not only made sure I had the finest of care, but went above and beyond to make sure my family had the support they needed, as well. During that time, she became like a part of our family.

Back in June, Stephanie and her family joined my family to celebrate my 64th birthday. Of course a beautiful Sunday afternoon would not have been complete without a ride on an Oliver. Pictured is Stephanie, her son Finch, and myself on the 1800.

I wanted your readers to know that even when the world seems to be falling apart, God can turn things around and bring people into our lives that give us reassurance he is still in control.

Harold Knackstedt
Worden, IL



Harold,

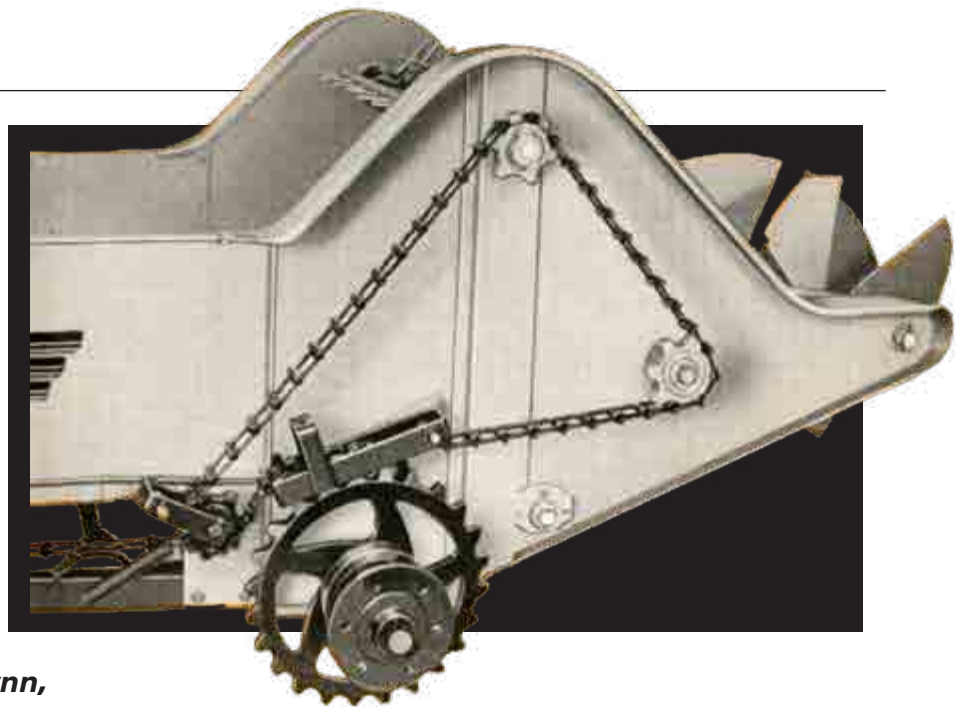
I remember that interview very well. I'm sorry to hear about your health struggles but thrilled to hear of your current condition. There are some very special people out there. One of Dad's nurses will forever have a special place in our hearts, so I know what you mean. Even through the worst of times, if we will look past it, we will find something to make us smile. Thanks for sharing your story with us. – Sherry

Hello Sherry,

I acquired our Oliver Superior manure spreader no. 11-428 and want to restore it. Some parts of the drive mechanism are missing. Do you have an illustration showing this so I can proceed with the project?

I enjoy your magazine and have several Oliver horse drawn implements. I'm still looking for a tractor to restore.

Thank you very much!
Lynn Williams
Dunnegan, MO



Lynn,

It's a fairly simple drive mechanism. Pictured is a view from the sales literature, which is better than the one in the setup manual. Hopefully this will help you. If not, I can send you a parts breakdown. - Sherry

Have yourself an **OLIVER HERITAGE** Christmas



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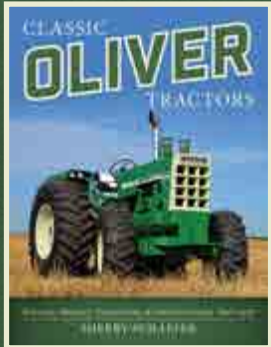
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Sherry,

My father farmed in northeast Iowa all his life. He was blessed with eight girls and one boy, so some of the fieldwork fell to us girls. The cultivating duties were ours to do. Dad would put cultivators on three tractors and we would cultivate all day. Me, being the youngest, got the Oliver 60 because my feet could reach the pedals. I cultivated many an acres on that tractor.

So when my husband and I started looking for a tractor for our grandson, Oliver, (he says he is named after a tractor), my thoughts went back to that little Oliver 60 I spent my youth on. We found one out in western Iowa from a retired farmer and brought it home for Oliver's 10th birthday.

Oliver and I always make a quilt to celebrate each tractor we bring home. Our deal is, I do the appliqué and Oliver does the piecing. I draw the tractor and Oliver makes sure it is true to form. This is the quilt that we made to celebrate his first tractor. He always wants the quilt to go from nose to toes, so this quilt will have some growing room for him in years to come. Grandma and grandson have many great memories sewn into this heirloom quilt.

Shirley Peterman (Grandma)
Elkader, IA



Shirley,

*That's a great story!
You're keeping the Oliver name alive for future generations. If the young kids don't know what an Oliver is, who is going to keep the old iron alive? I bet young Oliver will! - Sherry*

Save the date!

May 20-21, 2021

Thursday & Friday

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AUCTION
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DAY ONE - Toys, Literature, Memorabilia

DAY TWO - Tractors, Implements, Parts

Auction conducted by Polk Auction.

More information in the next issue.

PolkAuction.com



Ask The Oliver Mechanic

SUBJECT
**OLIVER
HART-PARR
CLETRAC
WHITE**

TODAY'S CERTIFIED MECHANICS FOR ALL THINGS UNDER THE OLIVER FLAG

Q&A Source: Oliver Mechanic Forum @ olivertractorsales.com

1550 Valve Sticking

Q: I have a 1967 Oliver 1550 with a diesel valve that keeps sticking. Do I have to pull the valve cover or what can I do to stop or fix the problem?

A: If this is a high-hour engine, you may have to bite the bullet and have the head rebuilt. Worn valve guides and carbon buildup can cause this. Look for a broken or weak spring.

Stuck Clutch

Q: I have an Oliver 1950 that has a stuck clutch. What is the best way to release it? It was working fine but a little dirty from dust and grease. I gave it a degrease, but when I started it, no clutch?

A: First thing is to check linkage for proper adjustment. Older tractors could have linkage failure. Next, hold the clutch all the way down, put the tranny in 6th gear, and have a couple of friends gently rock the tractor forward and backward. This has been known to work. I also have removed the starter, held the clutch down, and tried to reach in and pry the disc from the flywheel. Last thing, had you been doing something that could have overheated the disc and caused it to warp? If that happens, it's tear down time.

Marvel Schebler Carburetor

Q: I would like your opinion of the Marvel Schebler carb on my 1550. I am having trouble with the motor running rich again. I rebuilt it and the motor ran

fine for a while. Then it started running rich again. Any adjustment I made wouldn't last long. It has gotten to the point there is no more adjustment left. I've never claimed to be a carburetor man and may not have rebuilt it correctly. I'm debating on whether to send the old carb someplace for a rebuild or getting the Zenith replacement unit. What would you recommend? Any opinion on a shop to send the original unit to? Is the Zenith a direct replacement or would some modification be needed to make it work on the tractor?

A: It is not a direct replacement. It is a "one size fits all". But you have to build the linkages after you get it. I used one and had to send it back. It was a bad casting. Rebuilding the one you have or one from the same tractor is the way to go. You are missing something. I have 1550 in the area that I have been servicing for very many years. It's not a complicated unit. I don't send things to shops I don't know. Check with the local implement dealers. They have probably done several of these over the years. It doesn't matter the make. Take it apart and shake the float. If it sounds like liquid sloshing around, you need a float. Or put the float in a pan of gas overnight to see if continues to float. Another thing these carbs have a lot of are very small jets and passages. They need to be clean. Also the fuel filters need to be effective. I don't depend on the sediment bowl to do it all. I always install an inline filter.

Oil Leak

Q: I have gear oil burping out of my four-wheel-drive unit. It seems to be coming from the transmission. Have you heard of this? Are parts available?

A: If it is gear oil, set a bucket under the tranny check plug and see if it is over full. It could be hydraulic oil that has seeped through the pump seals, or a bad pan between the hydraulics and tranny and is filling up the rear end. The rear end and tranny are a single unit. Do the hydraulics need topped off every so often?

Reply: Yes, I do have to top off hydraulic oil often. One hydraulic cylinder off the loader drips. It did look like the gear oil had hydraulic oil in it. However, I opened the test plug in the rear and that was low, too. The four-wheel-drive unit was over full. Can the hydraulic pump be pulled out the top of the tray?

Response: The only way to get at the pump is to drain the hydraulic system and remove it. FIRST, get a hydraulic pressure gauge and see if the pump is putting out full pressure. Next, remove one of the hose fittings and get a couple buckets to catch oil. Next, start the engine and at an idle move the hydraulic levers until oil goes into the buckets. When oil stops flowing stop engine. Next, remove the long PTO shaft from the rear of the tractor. I always remove the seat and attach a chain or two for lifting. Disconnect the battery and remove. Next, remove foot platforms from both sides. Remove all the bolts that hold system in place. It will not let go easily. There is a full gasket between the system and pan and another

between the pan and tranny case. If the three-point lift was slow or seemed to seep, the rockshaft seals may need to be replaced. This is a good time to do that. You will find a small seal in the pan having to do with the draft control rod. Replace it. Part # at John Deere is AR40687 and at Chicago Rawhide it is 3645. The specs on it are .375 X .687 X .156. I've never had any luck getting it from AGCO. Now, if you are real lucky, you don't have a cab. BUT, if you do, the book says to roll the cab back. Just because a pump puts out good pressure, it doesn't mean it isn't leaking.

60 Muffler

Q: How do you remove the old muffler from the manifold and what holds the new one in the manifold? I don't see how it is held firmly in place if it is just a slip fit.

A: Sounds like it has rusted to the point the clamp popped off. If a pipe wrench and a hammer won't move it, I'd use a torch and carefully cut it off. Use a muffler clamp on the replacement.

Pinion Gears

Q: My 1955 needs a pinion shaft. The gear is bad. Two teeth seem to be flaking. My question is do I need to change the ring gear? I have found a pinion shaft on the net without a matching ring gear.

A: They are always supposed to be replaced as a matched set. If you were to find a used one it will have a wear pattern all its own. That wear pattern matches the ring gear it ran against. While it may look the same, it is not. I know of people who mismatched used parts and got away with it, but it's not a good idea. While you have the top off, jack up the rear wheels and roll them one full turn each, watching for bad teeth. I've seen that more than once. If you

have a turbo, pay close attention to every gear in there.

Overheating 1800

Q: We have an 1800 Series A, which gets hot whenever put under load. The cylinder head has been redone and new water pump. Do you have any ideas?

A: I would check the radiator next. Have it rodded and cooked. Sometimes at that age it may be necessary to have a new core. Also, I guess you tested the thermostat?

1450 Oliver

Q: You helped me out about 10 years ago with a transmission issue with this old 1450. Now, after running it for over 20 years, the tractor won't start for the first time ever. It won't even make white smoke. The fuel flow seems fine when I take the sediment bowl off. The primer pump pumps fuel to all bleeders and injector lines. But the primer pump leaks badly like the seals inside are shot. Could this cause the no start issue? Could the pump be sucking air there?

A: If you have gotten that much service out of this tractor and you have a leak, you owe it some long overdue repairs. The pump, injectors, and lift pump need rebuilding. Also, you should check engine compression.

1850 Input Shaft

Q: I have an 1850 with bad splines on the transmission input shaft. It has a Year-A-Round cab on it. What is the best way to put my replacement shaft in? If needed, the tractor serial number is 151-682-427.

A: That shaft goes in from the top. Roll back the cab, remove complete hydraulic system, and then the shaft goes in. While it's apart, make any repairs the hydraulics may need. Pump, rock shaft seals, etc. It's a nice winter job.

55/550 Ring Gear

Q: Can you tell me if the Oliver 55 ring gear is the same as the 550 ring gear? One of the gear teeth broke off on the 1965 550. It's a gas, serial number 143692-519, model 45-0059.

A: The book said yes. Part # 1K1005 or 1K1005A.

1650 Oil Leak

Q: What is involved in replacing the seals where the lift arms attach to the rear end? It's leaking down by the drawbar.

A: They seem to be the first part they install when building a new tractor. The hydraulics need to come off. Drain the rear end and hydraulics. BUT, don't forget to take out the PTO shaft. Now you can look in and see what is next. Good luck. You need an overhead crane or a cherry picker.

1850 Timing

Q: I have had an Oliver 1650 diesel for years, and just recently purchased a 1964 Oliver 1850, gas, wide front end. I had a little issue with the starter that we fixed, but I can't seem to find any diagrams for the engine. Would the 1850 Oliver have gears or a chain for the timing?

A: Gears. Do you have the front of the engine apart? The gears are marked. Timing should not be a problem.

Hydra-Power/Hydraul Shift Fluid

Q: What are your recommendations for the Hydra Power/Hydraul shift fluid since old type A is getting almost impossible to find? Does anybody know where type A can be sourced?

A: Type A was replaced by and renamed Dexron Mercon long ago. It can be purchased at any auto parts store, Farm and Fleet, Tractor supply stores, etc. ☐



100 Series

A New **OWNER**
A New **MODEL**

While the Oliver line had a 100 Series in the 1960s, 20+ years later another 100 Series made an appearance. With a different color and different branding, the White 100 Series was an introductory model for a new company owner, too. With the tumultuous time of the 1980s, brands were merging and changing quickly and White was no exception.



The first tractor to be introduced in 1986 as the 100 Series under Allied was the (White Field Boss) 185.

By 1980, White Motors was in financial trouble and filed Chapter 11 bankruptcy for a reorganization of the company. At the end of the year, White announced the sale of White Farm Equipment's

acquired Kewanee and New Idea, went into talks with White about purchasing the company. Papers were signed on November 5 turning White Farm Equipment into a division of Allied Products.

Prior to Allied's involvement with



US operation to TIC, Texas Investment Corporation. Within six months, they had also purchased the Canadian operation. The farming economy was not good and White was once again in trouble. In 1982, they went into a new financial agreement with Borg-Warner, but even this wasn't enough, and Borg-Warner announced the assets of White Farm were going on the auction block May 29, 1985.

On May 22, just a week before the auction, White Farm Equipment went into involuntary bankruptcy, which postponed the drop of the hammer. In June, Allied Products, who had recently

WFE, tractors were designated by a two number system. The first digit was wheel drive, two or four. The next was horsepower, i.e. 2-110. This represented a two-wheel drive tractor with 110 horsepower. These were also known as the Field Boss tractors.

The first tractor to be introduced in 1986 as the 100 Series under Allied was the 185. It was a replacement for the 2-180 but was labeled the White Field Boss 185. While the 2-180 used a Caterpillar V-8 engine, the 185 switched to a Cummins 6-cylinder 504-CID, turbocharged and aftercooled engine. The 100 Series used a black bar



100



120



WHITE 185

in place of the red bar down the side of the hood.

In an effort of consolidation, Allied decided to combine White and New Idea in 1987. The line was now going to be White-New Idea Farm Equipment for the 1988 year.

Also during 1987, Allied began their update of the previous models and the 2-88 became the 100, and the 2-110 became the 120. Both the 100 and the 120 used the 359-CID Cummins engine, but the 110 was naturally aspirated and the 120 used a turbo. The 185 remained the same except the Field Boss name was removed. It was now the White 185.

1990 BASE PRICING

100 2WD	... \$39,999
100 FWA	... \$46,999
120 2WD	... \$44,999
120 FWA	... \$52,999
185 2WD	... \$60,999
185 FWA	... \$69,999

Other additions to the lineup were the White 140 and White 160. The 140 replaced both the 2-135 and the 2-155. It used the 359-CID turbocharged and aftercooled Cummins engine. The 160 replaced the 2-155 and used a Cummins 504-CID, turbocharged engine. This rounded out the lineup of the 100 Series Whites.

By 1988, Allied was making many changes in an effort to cut costs. One of those changes was the realignment of plants. While production of this series started in the Charles City plant, that would soon change. On March 25, 1988, the last tractor rolled off the production line in Charles City. That tractor would be the White 100.

Production of the 100 Series moved to Coldwater, Ohio. On June

6, 1988, the first tractor rolled off the new assembly line. That tractor would be a Model 140 with the serial number of 401 506. Driven off the line by the Lt. Governor of Ohio, Paul Leonard, the tractor was then presented to Metzger Brother, Inc., a dealer from Minster, Ohio.

All five of the 100 Series tractors were tested in Nebraska in 1988. The 160 set a new fuel efficiency record for White and Oliver tractors. The red interior was replaced by gray for this series along with many other updates. An advanced Field Facts Computer was regular equipment on the 100 Series. This system offered digital readout of the PTO RPMs, engine hours, and engine RPMs. An optional Radar Package was hooked to the Field Facts Computer to give you true ground speed and area covered, plus the percentage of wheel slippage for more accurate tractor weighting. Inboard planetaries and power hydraulic wet disc brakes were standard on all tractors in the series. The Over/Under transmission provided a 3-way powershift in each of the six gears.

140



Field Facts Computer



All five of the 100 Series tractors were tested in Nebraska in 1988.


1990 BASE PRICING

140 2WD ... \$48,999

140 FWA ... \$57,999

160 2WD ... \$54,999

160 FWA ... \$63,999

Production ended in 1989 for the 100 Series. In 1990, they were replaced by Workhorse models: the 125, 145, 170, and 195, however the 100 Series continued to be sold into the 1990s until inventory was gone. Like the 100 Series of the 1960s, this model left its mark in history and many are still hard at work today. It might not say Oliver anymore, but we all know where it got started. 

160





WHITE100Series SPECIFICATIONS

MODEL	100	120	140	160	185
PTO HP	94	119	138	162.47	187.55
ENGINE:					
BORE/STROKE	4.02/4.72	4.02/4.72	4.02/4.72	4.49/5.32	4.49/5.32
# OF CYLINDERS	6	6	6	6	6
CUBIC INCH DISP.	359	359	359	504.5	504.5
COMP. RATIO	17:1	18.5:1	16.5:1	17.3:1	16.5:1
RATED SPEED	2400	2200	2200	2200	2200
TURBOCHARGED	NO	YES	YES	YES	YES
INTERCOOLED	NO	NO	YES	NO	YES
DRIVE TRAIN:					
TRANS TYPE	PS/CM	PS/CM	PS/CM	PS/CM	PS/CM
SPEEDS F/R	18/6	18/6	18/6	18/6	18/6
DIFFERENTIAL LOCK	STD/HYD	STD/HYD	STD/HYD	STD/HYD	STD/HYD
FINAL DRIVE	PLAN	PLAN	PLAN	PLAN	PLAN
BRAKES	W/DISC, HYD	W/DISC, HYD	W/DISC, HYD	W/DISC, HYD	W/DISC, HYD
PFA TYPE	CV JOINT	CV JOINT	CV JOINT	CV JOINT	CV JOINT
PFA DIFFERENTIAL LOCK	AUTOMATIC	AUTOMATIC	AUTOMATIC	AUTOMATIC	AUTOMATIC
PFA AXLE CLEARANCE	22.2	22.2	21.0	23.0	23.0
PTO:					
TYPE	INDEPENDENT	INDEPENDENT	INDEPENDENT	INDEPENDENT	INDEPENDENT
SPEEDS	540/1000	540/1000	540/1000	1000	1000
HYDRAULICS:					
TYPE	CC	CC	CC	CC	CC
GALLONS/MINUTE	22	19	22	22	22
P.S.I.	2250	2250	2250	2250	2250
COUPLER	LEVER	LEVER	LEVER	LEVER	LEVER
QUICK COUPLER TYPE	TELE/LINK	TELE/LINK	TELE/LINK	OPT	OPT
DRAFT CONTROL	LOWER	LOWER	LOWER	LOWER	LOWER
OPERATOR AREA:					
DB/A LEVEL	75.5	75.5	75.5	76.5	76.5
DIMENSIONS (2WD):					
HEIGHT, IN.	117.2	117.2	119.0	120.0	120.0
WIDTH, IN.	115/96	115/96	115/96	115/96	115/96
LENGTH, IN.	174	174	175	180	180
WHEELBASE, IN.	111.5	111.5	111.5	112.0	112.0
WEIGHT, LBS.	12,000	12,250	12,500	13,300	13,600
TREAD WIDTH (2WD):					
FRONT, IN.	60-84	60-84	60-84	60-80	60-80
REAR, IN.	60-106	60-106	60-96	60-96	60-96
TURNING RADIUS (2WD):					
WITH BRAKES, FT.	11.8	11.7	14.0	13.0	13.0
W/O BRAKES, FT.	14.4	14.4	16.3	14.4	14.4
DIMENSIONS (PFA):					
HEIGHT, IN.	118.7	118.7	121.0	122.0	122.0
WIDTH, IN.	115/96	115/96	115/96	115/96	115/96
LENGTH, IN.	173.2	173.2	175.2	173.0	173.0
WHEELBASE, IN.	99	99	99	91	91
WEIGHT, LBS.	13,100	13,350	13,800	15,400	15,545
TREAD WIDTH (PFA):					
FRONT, IN.	59.7-87.0	59.7-87.0	59.7-87.0	63.1-80.8	63.1-80.8
REAR, IN.	60-106	60-106	60-106	60-96	60-96
TURNING RADIUS (PFA):					
WITH BRAKES, FT.	12.9	12.9	14.0	13.9	13.9
W/O BRAKES, FT.	17.1	17.1	18.0	18.6	18.6
MIN.GRD CLEARANCE	14.5	17.0	17.5	17.0	17.0
FUEL CAPACITY, GAL.	58	58	64	74	74



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Another OLIVER User

by *Luke Cain*



Paul Lano's 2255 Cheaper Than A Psychiatrist

In February of 2020, I was sent to Lano Equipment in Norwood-Young America, Minnesota, on an errand for our local Oliver club. As Historian, I was to pick up toy 1:16 scale Oliver tractors for future club raffles. Since Lano's is an AGCO dealer in our area, it was the logical place to go for the high-detail Spec Cast Oliver toys.

As the salesman rang up the miniature 88, 770, 1650, and 1850, one of the owners, Paul Lano, tapped me on the shoulder. "Come with me, I've got to show you something." Of the Lano family, Paul's interest in restoring tractors revolves around Oliver, Allis-Chalmers, New Holland, and Bobcat, all the major brands Lano Equipment has sold during their many years in business. Paul displays his restored tractors of each brand at local and regional shows, plus being featured in magazine articles and RFD-TV Classic Tractor Fever segments.



Upon following him out the shop's back door, he said with a grin, "This is my latest project!" There sat an Oliver 2255 four-wheel-drive tractor gutted out and in pieces. Although not in the best of condition, knowing Paul, it would be a showroom beauty when he got done with it. Eventually this 2255 will be on display at tractor shows standing beside Paul's already impeccably restored Oliver 2150 four-wheel-drive and Row Crop 66 wide front.

One can easily say the 2255 seems to command respect throughout the tractor collector hobby. Watch the bids fly at tractor auctions sometime. It's not unusual to see the gavel splinter the wood at \$40,000 to almost \$60,000 for one of these beasts. Many an Oliver tractor lover would want to own one. For some of us, a 1:16 scale 2255 high-detail toy is probably as close as we will ever get! Still, the restoration of a tractor of this caliber just isn't the same as slapping some paint on an old 77 gasser. The question is, what does it take to rebuild a monster like this? Good naturedly, Paul responded, "They say you're better off buying a restored tractor... well..." he shrugged with a grin.

This tractor had seen a hard life, spending its working years in northern California. It has a dealer sticker on the fender fuel tank that says, *Dolk Tractor Company – Rio-Vista, California*. Dolk had become the largest Oliver dealer in the whole state when this tractor was sold new. They opened their doors in 1948 with Oliver as their main sales leader. Generation after generation of the Dolk family joined the ranks, each working their way up the ladder in the business.

By the 1960s, the Oliver name was ingrained in the Sacramento River Delta. Rio Vista was known as the most fertile farming region for decades. The Dolk dealership expanded with the times and Oliver continued to grow in popularity. When the '70s arrived and White unveiled their Field Boss line, Dolk was large enough to remain with the company, selling tractors, tillage, planting, and harvesting equipment. They added Versatile's four-wheel-drive articulated line to better service their customers who needed even larger horsepower than White offered at the time.

According to Rod Dolk, who was the Oliver-White tractor salesman at the



dealership back in that era, “We sold a ton of 2255 Olivers between 1973 and ‘76. Many of our customers upgraded from the older 1850 and 1950-T series tractor size bracket of around 100 horsepower. The 2255 made the jump to just under 150 horses and out here, everybody was looking for a rig like that. We sold mostly four-wheel-drive 2255s and only a few two-wheel-drives.

Rod remembered one of those two-wheelers was sold to a local Japanese farmer named Harry Michimerea who ran a vegetable farm. Although Harry passed away, his son took over and it was he who had an auction this past year. On the auction bill there were two Oliver 2255 tractors listed, one two-wheel-drive that was running, and a four-wheel-drive with a stuck engine. Rod assumed the first one was the tractor he sold new to Harry. Possibly, the four-wheel-drive was bought used from another Dolk customer, which is why their dealership sticker is still on the fender fuel tank. In other words, Dolk Equipment must have originally sold both 2255 tractors new back in the day.

“I remember most of the 2255s were sold with the Oliver Factory ROPS cabs built by Crenlo. Only a few left here with just the ROPS and canopy setup. Nearly 50 years have gone by since those tractors were new, so most records of those transactions have disappeared in the course of time. Most of those 2255 tractors that we sold have disappeared from these parts, too, and are probably in the hands of Oliver collectors all across the nation,” explained Rod.

Paul heard about this tractor by accident while visiting with a trucker who dropped off some other equipment at the dealership. “I asked him where he was headed next. He said, ‘California, picking up a couple of old Olivers. One is a Detroit diesel, and the other is a Cat V-8 diesel. They are going to an Allis-Chalmers salvage yard owned by Mark Heitman in Durand, Wisconsin.’ Being a former Allis dealer ourselves, we had done lots of business with Mark on used parts through the years. We made a deal, I bought the tractor, and hauled it home.”

“Once the tractor arrived here, we tore into it. It had a ROPS with an old

Paul heard about this tractor by accident while visiting with a trucker who dropped off some other equipment at the dealership.

John Deere canopy and a huge ugly fuel tank was bolted onto the frame sticking out in front of the checkerboard grill. The engine was stuck, but the transmission and rear end were fine, including the planetary axles. We examined the Cat V-8. It was in tough shape. This tractor is a very early model, so originally it had the 3150 V-8 when it was new. Eventually, Oliver discontinued installing those engines and went with the newer 3208 power plant sometime in 1974.”

“This 2255 had a 3208 repower job done to it sometime in its life. Evidently when that second engine finally hatched, it was pulled off to the side, and left to the elements of the California weather. The engine was stuck and no matter what we did, we failed to break it loose. One of our local customers, Duske Farms, had a Cat 3208 engine out of a White 4-150 that was worth saving. I bought it so the restoration procedure could move forward,” said Paul.

“Although the transmission and rear differential were all still in good condition, we put new seals everywhere, including the hydraulic pump and the front four-wheel-drive axle. When you take a tractor down to the frame like this, you try to hit every detail or it will likely come back to haunt you later. I’ve seen a 20-cent o-ring cost at least a thousand dollars to fix.”

“This tractor arrived here with dual wheels all the way around. Many of

today's new tractor manufacturers have adopted that practice in recent years. My restored Oliver 2150 has big singles on it, so I decided to feature this one with duals both front and rear. It takes a lot more rubber, but it sure looks awesome!"

"As spring and summer of 2020 marched on, we kept pace with our regular shop work and equipment sales here at the dealership. We sell a lot of tillage, White planters, and New Holland hay equipment, in addition to tractors during those seasons. Whenever there was a lull, the guys and I would go back to working on the 2255. There are so many details to cover when putting a tractor like this back together, not to mention problems that crop up. One day I was complaining to an older mechanic friend of mine on what it costs to restore a tractor like this, and he said, 'Yep, but doing this is still way cheaper than hiring a psychiatrist!'"

"The one thing I tried with this restoration was the use of electrolysis for removing rust and old paint from parts. It works great for cleaning the fender-mounted fuel tanks, both inside and out, and sheet metal, in addition to the smaller parts. I've read about other guys doing this so thought it was worth a try."

"I went on YouTube, *How to remove rust and paint with Electrolysis*. I learned how the process works and what I needed to do the job. It's quite simple and doesn't cost a lot to set it up. A battery charger, washing soda, water, and a plastic bulk seed corn container large enough to hold the parts you are doing, like the fender fuel tanks or the hood. Using electrolysis eliminates sandblasting and many tractor restorers are switching to this method of rust and paint removal. Sandblasting can sometimes warp thinner sheet metal. This process avoids that problem.



Investigate this procedure on the Internet and try it out."

"As the fall harvest season arrived and the combines began to roll, the 2255 was nearly finished. The hood on that tractor, as many Oliver collectors know, is way more complex than any of the other 55 Series models. Since the Cat V-8 valve covers stick way out on each side of the engine compartment, Oliver designed the hood sides with extra sheet metal to cover this area of the engine. Obviously, this tractor had seen a tough life back in California, so I had a body shop work new metal into those spots, making it look like new."

"When all is said and done, I always wanted an Oliver 2255 in my collection and now that mission is finally accomplished. Originally, I looked at the cost of buying one already restored, but that seemed like too steep an order, so I picked up a reasonable priced carcass and went that direction. 2020 was a crazy year with the things going on in the world. For me, I will always look at this 2255 and remember what year it was restored and what it took to get the job done. I guess what my old mechanic friend said is true. Restoring a tractor like this is still cheaper than hiring a psychiatrist!"





"...I always wanted an Oliver 2255 in my collection and now that mission is finally accomplished."

The 100 Series A N

In November of 1959, dealers from around the country were flown into Waterloo, Iowa, to witness the debut of this new series.



New Line of Power

by Sherry Schaefer

The introduction of the 100 Series was more than just a pretty new face. It was a truly modern machine that could do more than any other tractor in the Oliver line thus far. The goal was for the machine to take the place of a farmhand while covering the same or more amount of ground. Introduced to dealers in the winter of 1959, the march was “Vote For Power” and it didn’t take long for Oliver to come up with a winner.



The Fleetline Series, introduced in 1948, evolved into the Super Series in 1954. The Supers evolved into the 3-digit Series with a flat bar grill being used on four of the models, with the 440 and 660 retaining the same Fleetline/Super style grill. Clearly those two models were not fitting into the plan for more power.

When the 3-digit Series was introduced in 1958, the 100 Series was already in testing. There wasn’t much use in investing a lot into a model that was already on its way out as soon as it was introduced, so that series was short-lived. The 550 and 770 did stick around for quite a few more years, however.

In November of 1959, dealers from around the country were flown into Waterloo, Iowa, to witness the debut of this new series. At the time, the only tractors truly new in the lineup were the 1800 and 1900.

Farms were growing rapidly in the late-1950s. The more acreage you had, the less your production cost was. The 1800 and 1900 were introduced as the tractors that could handle larger acreage.

Either model could replace two smaller models, thus eliminating the expense of having an additional operator.

The 1800 was designed to be a Row Crop model capable of pulling a 6-bottom plow with ease. The 1900 was a much larger machine with an 7-8-plow rating. The 1800 used a six-cylinder Oliver/Waukesha gas, diesel, or LP engine. The gas and LP model used a 265-CID engine, while the diesel model had a slightly larger bore, increasing it to 283-CID. The 1900 was rated as a 7-8 plow tractor and used a four-cylinder General Motors 53 series engine. In the GM line, the numeric series designation indicates the CID of each cylinder. So the 1900 4:53 had a total displacement of 4x53 or 212 CID.

During the production of the 100 Series models, White Motors acquired Oliver. This took place in November 1960. The new line was likely one of the things that made Oliver look more attractive to investors. White intended to let the farm equipment

division operate independently, however, it continued to add to the line. In 1962, White purchased the Cockshutt Farm Equipment Company out of Canada. Their intentions were to eliminate the Canadian built tractors and replace them with the Oliver line. The main purpose of the acquisition was the modern combine plant in Brantford Ontario, which eventually replaced the outdated plant in Battle Creek, Michigan.

Cockshutt did leave its mark on the new 100 Series but few people realize it. With the “New for 1963” models, the

checkerboard decals on the hood sides of the 1800 and 1900 were replaced by the tapered nameplate we often call “spears.” Those spears came directly from Cockshutt. With the addition of these, along with a few other minor changes, the tractors became B models. By default, the earlier models became known as the A models. At this same time, the engine size was increased on the 1800 to 283 CID on the gas engine and 310 on the diesel engine. In addition, the RPMs increased to 2,200. For the 1900, the compression was increased from 17:1 to 21:1. The RPMs were also upped on this model to 2,200, giving it a 10% increase in power.

Also introduced as “New for 1963” was another model to add to the line. This

The “New for 1964” models made yet another change. These models were known as the C models. One of the most noticeable differences is the location of the throttle on the 1800 and 1900. Both the A and B models had the throttle mounted on the steering column. On the C model, the throttle lever was relocated to the right side of the console.

The 100 Series was designed to be balanced, meaning balance between weight and horsepower. The new cast iron, egg-crate grill was added in order to put one-third of the tractor’s weight on the front. The extra weight balanced the tractor and made it more stable when hooked to implements in the field.

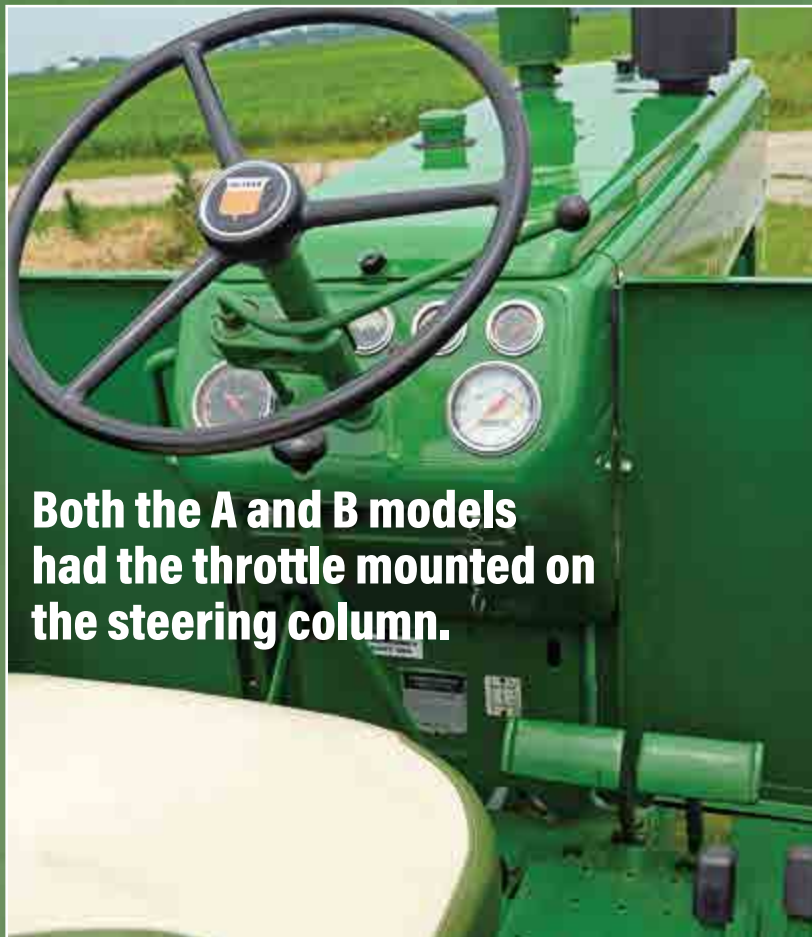
This series presented many features not used on previous models. Char-



smaller model, the 1600, was rated as a 4-5 plow machine. Using the Oliver/Waukesha engine, it was also offered as a gas, LP, or diesel. Initially, the gas and LP engine had 231 cubic inches while the diesel had 265. Later in 1963, at tractor serial number 137710, the bore was increased on the gas/LP engine, changing the CID to 248. The smaller engine 1600s were referred to as the A models, while the 248-CID engines were the B models. Unlike the A and B models of the 1800 and 1900, the 1600 never used the checkerboard decal once it was in production.

Lynn hydrostatic steering had just been introduced. When incorporated on the 100 Series, a tilt and telescoping steering wheel could be used. This had never been done and the operator could now stand up and drive the tractor, giving him a break from sitting during those long days in the field. In a few years, full-time power steering would be added.

The goal for fuel capacity was to have enough to make it through an eight-hour day. This was not possible with a single tank under the hood. The gas tank was 36 gallons and the diesel tank was

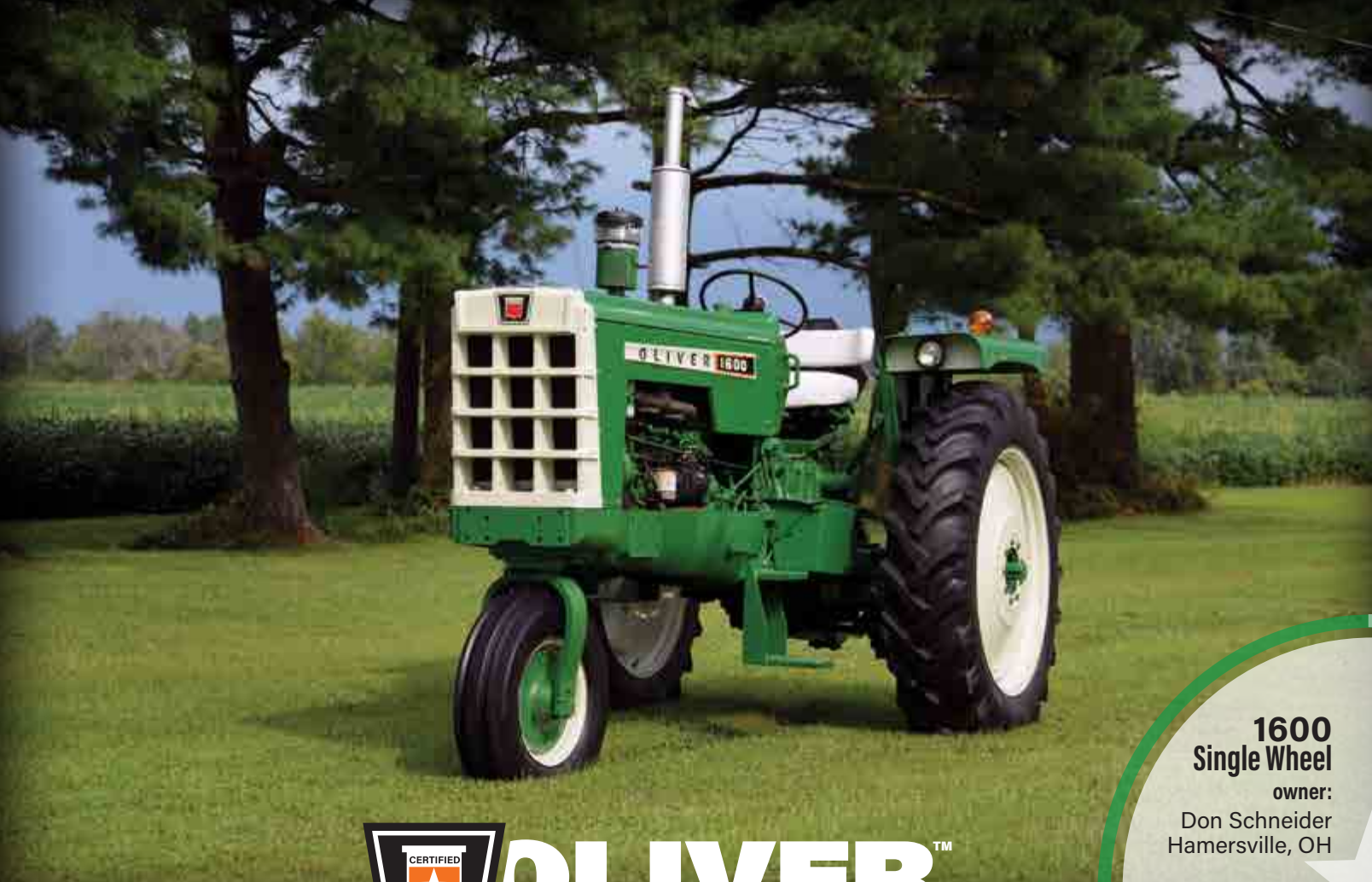


Both the A and B models had the throttle mounted on the steering column.



The throttle lever was relocated to the right side of the console on the model C.





**1600
Single Wheel**

owner:
Don Schneider
Hamersville, OH



OLIVER™
HERITAGE

1600 FWA

owner:
Robert Penn
Camden, IN



SUPER



1900 FWA
owner:
Joe Gress
Shreve, OH

1800
owner:
Harvey Zehr
Urbandale, IA

OLIVER 100 SERIES CONFIGURATIONS

STARS



Photos by



30 gallons. Oliver's answer to this was the addition of fender fuel tanks. Each fender held 35 gallons, so when added to the standard fuel tank, the capacity was now over 100 gallons.

Although independent PTO was nothing new for Oliver, the new series incorporated an oil clutch. Hydraulically operated from a lever on the right side, the PTO was offered in a 540 or 1100 RPM.

Draft control was also something used on previous models, however, on the smaller models, the sensing device was in the upper link. This worked fine for smaller implements but not so well for plows with four or more bottoms. On this series, the engineering department was able to use the two lower links for the draft sensitivity. In addition, they designed the links to be opened by the operator without leaving the seat of the tractor making for one-person hookups.

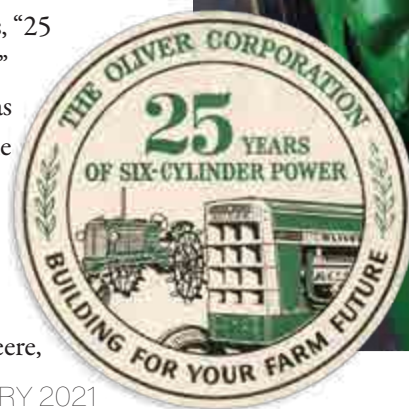
In 1962, Oliver introduced the Hydra-Power Drive as an auxiliary transmission. This wasn't the first auxiliary unit for Oliver as they tried to use the Power Booster Drive on some of the 3-digit tractors. However, that unit was unsuccessful, thus the new design of the Hydra-Power Drive. This unit permitted downshifting on the go to slow the tractor while transmitting more power for the task at hand. The standard 6-speed transmission now offered 12 speeds.

Comfort was an important feature in the design of the new series. A cushioned, comfortable seat with a backrest was incorporated on the spacious platform supported by rubber torsion springs. While the operator mounted most models from the rear of the tractor, the 100 Series models were designed to be mounted from the front. A step was attached to the frame with a handle mounted



on the side of the console for easier mounting of the tractor. All controls were in convenient reach from the seat with gauges in easy view. The new flat top fenders provided protection from the wheels and also served as a nice "buddy seat." Each fender incorporated two headlights on the 1800 and 1900. The 1600 only had one light in each fender.

Another selling point Oliver was pushing with this series was, "25 Years of 6-Cylinder Power!" Oliver's first six-cylinder was introduced in 1935 with the Hart-Parr Oliver 70. With the introduction of the 1800, they had been in use for 25 years. No doubt this was a bit of a jab at John Deere,



as the company was just introducing their first six-cylinder in the 4010.

Oliver was also quick to put the 4010 to the test next to the 1800 and 1900. While the 4010 offered eight gears, the 1800 offered 12 with a wider range of working speeds. Oliver's slide video showed the shift pattern of the 4010 stating,

"Note the complicated Deere gearshift pattern. In all, you must go through a maze of four channels to reach all forwards gears - up and down and across. On Oliver, a tap of the palm springs the self-centering gearshift into neutral. Another tap slips it into another gear."

A tractor can have horsepower but it's useless if you can't get it to the ground. The basic 1800 weighed in at 8,030 pounds, while the 4010 was only 6,500. The high horsepower and low weight was an imbalance that caused wheel-slip in the 4010. Oliver had built in weight to prevent slippage. In the Nebraska test, the 1800 gas pulled in excess of 10,000 pounds on the drawbar, while the 4010 pulled 3,500 pounds less. The 1800 diesel pulled over 11,000 pounds.

At Nebraska, the 1800 gas tractor broke all existing economy records for gas-powered tractors with 13.18 horsepower hours per gallon, while the diesel model came in second. At a field test in Iowa, the 1800 plowed 3.4 acres in one hour on 1.55 gallons of gas per acre in third gear at 4.24 mph. The implement was a 5540 semi-mounted plow, which was a perfect match for the 1800 with its draft sensitive hitch.



At Nebraska, the 1800 gas tractor broke all existing economy records for gas-powered tractors with 13.18 horsepower hours per gallon, while the diesel model came in second.

with the 1900 and the 4010 since the 1900 weighed in at 10,200 pounds for testing and the John Deere weighed in at 6,980 pounds. The 4010 produced 7,002 pounds of pull while the 1900 pulled 12,475.



When tested in Nebraska, the 1900 became the most powerful two-wheel-drive tractor tested at the time. With a maximum corrected PTO horsepower rating of 94.34, it broke the previous record of 89.39 PTO horsepower, which was also held by Oliver with the 995. The closest competitors at the time were the John Deere 4010 with 88 horsepower, Case 930 with 84.6 horsepower, and International Harvester's 660 with 81 horsepower. It's not quite comparing apple to apples

With the 1800 and 1900 in production, engineers had a little more time to focus on the 1600, which was to take the place of the 880. All the features that were used on the 1800 and 1900 were also transferred to the 1600. Available as a utility, wide front, narrow front, or single front, the 1600 was not initially available as a front-wheel-assist but that option would be added later.

The front-wheel-assist axle on the 1800 and 1900 was introduced later in


1962. The addition of this Eaton-built feature increased the pull by 20-40% when it was needed. Having three models equipped with front-wheel-assist gave Oliver the most versatile lineup in the farm equipment industry at that time.

All the 100 Series tractors were available in the Wheatland configuration. Wheatland models had the arched front axle and splash panels to protect the operator from the dust or mud. Since entry was from the front,

the panels were hinged and opened like a door. Operators often tired of the blocked entry and ended up removing these doors/panels, which are why many are missing today.

The 100 Series is often referred to as the 4-digit Series. But the 4-digit Series can encompass everything up to the 2255, so to be more specific, the 1600, 1800 and 1900 are the tractors of the 100 Series. The step up from the 3-digit models was an impressive move for Oliver as they truly entered the

big tractor market. This series was the foundation for the 50 and 55 Series that would come along in later years.

This series was very diverse in the numerous configurations it was sold in. Not only was it an ag model, it was offered in the industrial configuration, as well as being sold as a Cockshutt. A book could be written about each model and all their options. But for 1960, this was new power and a new face with a familiar name. *Oliver - Go Oliver and Grow!* 



IN 1963 THE LIST PRICING WAS AS FOLLOWS:

1600 RC, narrow front, gas	\$4,297	1800 C, diesel, narrow front	\$6,370
1600 RC, diesel, adjustable front	\$5,064	1800 C Wheatland, gas	\$5,347
1600 RC utility, gas	\$4,181	1800 C FWA, diesel	\$8,777
1600 Wheatland, diesel, bareback	\$5,327	1900 C Wheatland	\$7,792
1800 C, gas, narrow front	\$5,610	1900 C FWA, 3-pt	\$11,012

NEBRASKA TEST RESULTS

MODEL	TEST NO.	DATE	TYPE OF TEST	DRAWBAR HP	PTO HP
1800A Gas	766	Oct. 1960	Maximum	63.71	73.92
1800A Dsl	767	Oct. 1960	Maximum	62.55	70.15
1900A	768	Oct. 1960	Maximum	82.85	89.35
1800B Dsl	831	Nov. 1962	Maximum	67.27	77.04
1900B	824	Sept. 1962	Maximum	86.68	98.54
1600 Gas	841	June 1963	Maximum	48.85	56.50
1600 Dsl	840	June 1963	Maximum	48.83	57.95



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OLIVER BEGINS SECOND CENTURY

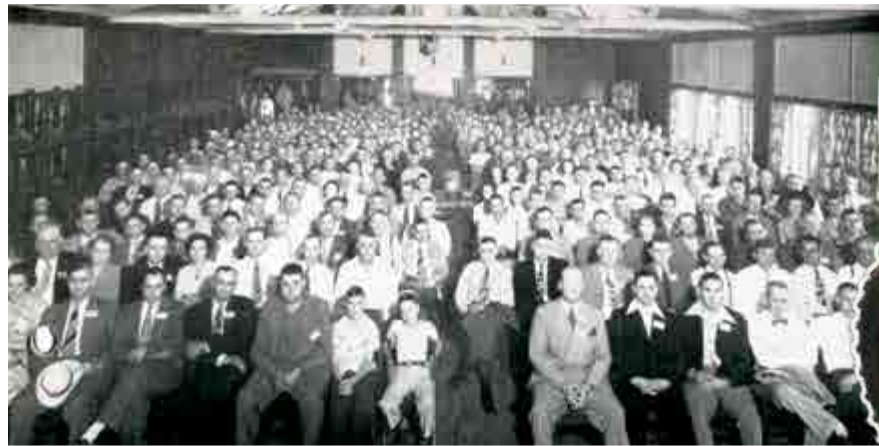
100 CENTENNIAL CELEBRATION

by *Sherry Schaefer*



The unveiling of the plaque was done by Oliver's oldest employee, 81-year-old Paul Niezgodaski. Out of the 100 years of Oliver, he had been part of it for 66. On the right is C. Frederick Cunningham, part of the Oliver family and Chairman of the Board

A bronze plaque commemorating the start of another century of service to American agriculture.



Few companies survive 100 years, especially in today's business climate. Oliver did, however, and they were quite proud of it. The company pulled out all the stops to put on a celebration that would bring in dealers from around the country. It also included the introduction of a new line of tractors that would become one of the most popular series in the Oliver lineage.

It was June 30, 1948, and the location was Battle Creek, Michigan. Over 400 dealers and their families were brought to Battle Creek to partake in Oliver's milestone. As most of us know, James Oliver entered the foundry business in 1855. Hart-Parr didn't produce a tractor unit 1901. So where did they get 100 years?

Nichols & Shepard started in 1848. When they became part of the merger in 1929, they became part of Oliver. When

Oliver wanted to make the most of their marketing and claim 100 years, they reached back to the oldest company under their flag and that was Nichols & Shepard. From their humble beginning in 1848, they could claim 100 years in business.

A three-day program was put in place to celebrate this milestone. On Wednesday, a luncheon was held at the Post Tavern Inn to introduce dealers, journalist, publishers, and farm/business leaders to the latest and greatest of Oliver. Everyone in attendance took home the new Oliver 77 toy built by Slik.

On Thursday, the plant was opened for townspeople to see what was going on behind the walls of Oliver's harvester plant. The Friday celebration was for dealers and their families. They were given the grand tour of the 45-acre plant

and also introduced to the new line of tractors, the Fleetlines.

A complete marketing campaign was launched that included advertising, merchandise, and an ever popular 77 tractor. On this same day, Oliver's 2,500 dealer organization began their intense campaign that included over 10,000 outdoor billboards around the country, a 13-week schedule of dealer promotional trailers to play at movie theaters, a series of theater still slides, and an eight-week dealer newspaper ad campaign, in addition to radio announcements.

If that wasn't enough to get the word out, over 2,000,000 direct mail pieces were sent to farm customers. Dealers were furnished large four-color posters, pennant stringers, postcards, books of matches, and numerous other merchandising items today that we find so collectible.



The little toy 77 was tied into the promotion by being sold at state and county fairs across the country. In the first three months, over 95,000 of these toys were sold. Also added to the toy promotion was the farm set, which included the disc, mower, wagon, spike harrow, plows, and planters.

Although the plan was to market all the Fleetline tractors at the time, only the 77 and 88 were in attendance as the 66 wasn't ready yet. Along with those was the rock star of Oliver, old Hart-Parr No. 3. This tractor had been sought out by Oliver in the 1930s to be campaigned as Hart-Parr's oldest operating tractor, which was now part of Oliver. The tractor was toured around the country and when they were finished, it was sent to the Museum of Science and Industry in Chicago. For this 100-Year Celebration,

old No. 3 was brought out of the museum to be put on display next to the 77 and 88, showing the heritage of the company.

Also part of the celebration was the introduction of the remaining lineup of new equipment. Unveiled to the public was Oliver's new self-propelled combine, the 33. (Interesting to note during the introduction and in all marketing, it was not given a numeric designation. It was just "self-propelled" combine.) Alongside it was the pull-type model 15 and the model 30. The model 5 and model 2 corn pickers, built in Battle Creek were also on display. The crawlers represented were the HG and the DD.

This campaign launched Oliver into the second century in a big way. Following the campaign, Oliver listed the highest volume dealer contract in each branch. Leading sales was Baskerville

& Dahl out of the Minneapolis branch. Second place was Drummond Implement Company out of the Columbus branch. The branch with the third highest dollar volume dealer was the Oakland branch with Comber & Mindach Farm Machinery leading the way.

Many of the Oliver collectibles we treasure today are a result of this marketing campaign that was contracted to the Buchen Company, ad agents out of Chicago. Signs, toys, and advertising memorabilia all came to be because of Oliver's celebration of 100 years. The line of tractors introduced that day are now 72-years-old and while not necessarily the "main tractor" on the farm, they're still around and someday will celebrate their second century in the hands of our children and grandchildren. ▣

THE CLEVELAND TRACTOR COMPANY

Cletrac Facts

FOR FARM AND INDUSTRIAL USES

By Landis Zimmerman

The 100

A Super Power Ahead of Its Time

For quite a few years, The Cleveland Tractor Company produced only small crawler tractors. Their early advertisements often promoted the idea it was better to do more work with multiple tractors rather than one large one. Their idea was that if one breaks down, the others could still continue with the job at hand.

The models R, H, and W were similar in design and size. All three had one speed forward and produced 18 to 25 belt horsepower. The first multi-speed tractor, the model 20K, was introduced in 1925. Their first 6-cylinder powered tractor, the 30A, followed it a year later in 1926.

Holt and Best tractor companies merged on April 15, 1925, after years of fighting and suing each other for

patent infringements. While these two companies always built larger tractors than The Cleveland Tractor Company, they now became a force to reckon with. Something had to be done to stay ahead of what was out there.

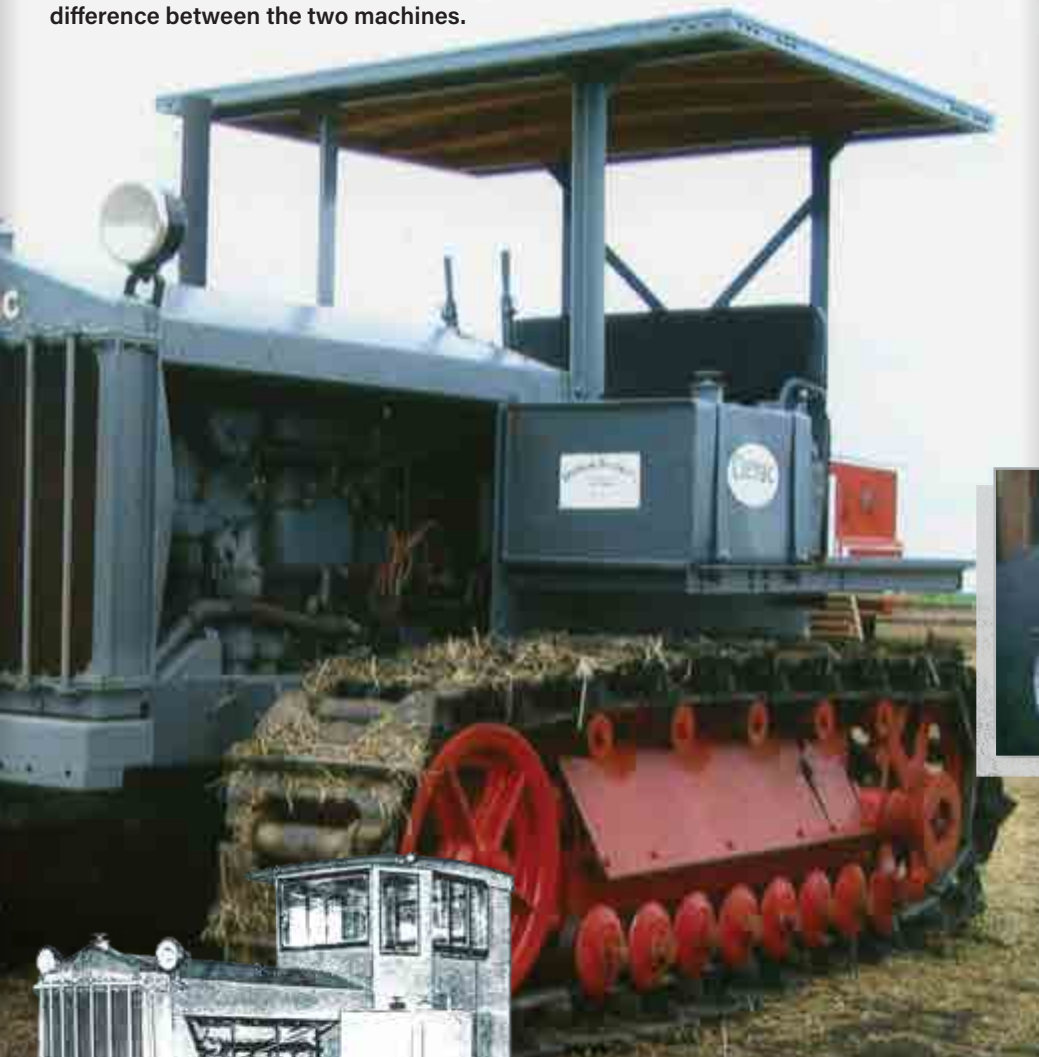
In 1926, The Cleveland Tractor Company announced the Cletrac model Seventy-Five. This was a giant step up from what they had built up to this time. Their largest production model to date was rated at 30 drawbar horsepower and 45 belt horsepower and weighed 7,223 lbs.

The proposed model Seventy-Five was to have 75 drawbar horsepower and 90 belt horsepower. Advertised as “America’s Power Giant”, literature was printed depicting this new tractor built along the same lines as the model 30A, but much larger and also having an enclosed cab. I believe this picture to be merely an artist’s sketch of the proposed tractor. I also have a very poor photo of what may have been the actual model 75. This more closely resembles the model 100 except it had a shorter and different undercarriage.



A Cletrac 100 pulling two graders at the 2005 HCEA Show.

Cletrac 100, serial number 138, in foreground, and serial number 55 behind owner, Bill Graham, and friend. Notice the difference between the two machines.



It was shown at the Good Roads Show in Chicago, Illinois, from January 10 to 14, 1927. It was billed as “The Sensation of the Road Show”. A report on this new tractor was as follows, “Cletrac 75 – the crawler tractor of super power – was exhibited to the public for the first time at Chicago, where it was generally acknowledged to be the hit of the show. Delivery schedule of this new Cletrac will be announced shortly.” Shortly thereafter, the delivery date was announced to be March 1, 1927.



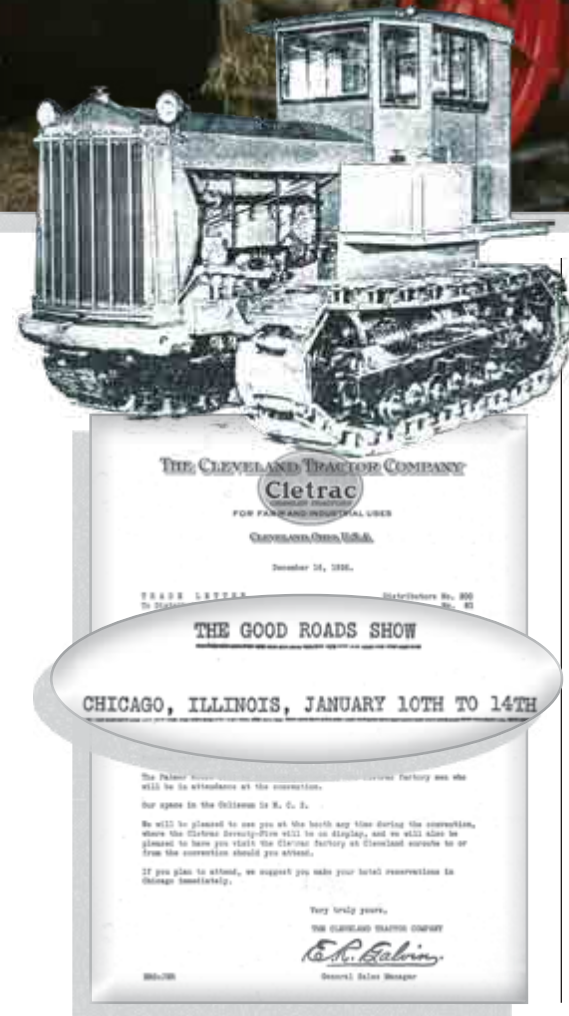
Top radiator tank of a Cletrac 100, serial number 55. Notice the remains of numeral 75, suggesting early 100 tanks were leftover model 75 parts.

Very little was heard about the 75 after this. Were there any built and sold beyond the one exhibited at the Road Show? This has always remained a mystery. However, we know some top radiator tanks were produced with the “75” numeral cast on them. More on that later.

Some details are a little sketchy as far as specifications are concerned. It was powered with a 6-cylinder overhead valve Wisconsin engine with a 6” bore and 7” stroke. No rated RPM was given. This is also the same displacement engine used in the model 100. Other specifications were a 2” Stromberg carburetor, dual Delco ignition, 12-volt Leece Neville starter, Pomona air cleaner, and a 12” Hilliard pull type, multiple disc clutch. The transmission had 3 speeds forward of 2.47, 3.54, and 5.56 mph and one reverse. The steering was Cletrac’s patented controlled differential steering. The 20” track shoes were equipped with 26” grouzers. Dimensions were 15 feet long, 98” wide, with track centers of 70”.

The Cletrac Model 100 is Introduced

By May 1927, the new Cletrac 100 was being introduced. It seems Cletrac shifted gears in just a few short months and re-rated the 75 to become the model 100. What brought this sudden change about? The Cleveland Tractor Company had a test field west of the factory where a lot of time was spent putting their crawler tractors through varying loads and conditions. I’m sure they realized this new 75 was capable of doing a lot more than what it was rated for.



Cletrac 75

*The Sensation of
the Road Show*

CLETRAC 75 — the crawler tractor of super-power — was exhibited to the public for the first time at Chicago, where it was generally acknowledged to be the hit of the show. Delivery schedule of this new CLETRAC will be announced very shortly.

What the exact differences were between the model 75 and model 100, we may never know. Early model 100 literature followed the model 75 theme very closely and was also billed as, “America’s Power Giant”. We do know that a period of less than six months would not have been enough time to make any major changes. Most likely the engine of the model 100 was governed at a higher RPM. The undercarriage was extended to accommodate at least one more bottom roller. The front idler was changed to a two-piece running along the outside of the track chain for more support. This all served to get the maximum amount of traction to the ground.

The model 100 carried serial numbers from 50 to 158. Some of the early production model 100s shared some parts with the model 75. One such item was the top radiator tank. When Eric Dullanty was restoring Bill Graham’s model 100 (serial number 55) that had been purchased in the state of Washington, a discovery was made. Upon removing the lead numeral 100, it was found a number 75 had been casted on this top radiator tank and roughly ground off. Some of it was visible yet.

I’m sure more than one Cletrac 75 top tank was casted after the setup was made. After all, Cletrac didn’t have their own foundry, but depended on the Allyn-Ryan foundry for this work.

There were two different versions of the model 100 built. The early models were from serial number 50 to 100. At serial number 101, quite a few changes were made.

When introduced in 1927, the model 100 was equipped with the following features: it was powered with a 6-cylinder overhead valve Wisconsin model ET engine operating at 1,000 rpm. Displacement was a whopping 1,187 cu. in. This large engine had three cylinder blocks casted in pairs with detachable cylinder heads. Rated horsepower was 100 drawbar and 120 belt. The Wisconsin engines were already used in the model 30A and proving to be very reliable. This large tractor was never tested at the Nebraska Tractor Test Station. Cletrac advertised this tractor would pull 20,000 lbs. at 1.75 mph.

The motor accessories consisted of: two gear-driven engine oil pumps drawing oil from the 10 gallon crankcase, a Delco-Remy #5265 distributor dual ignition system (two spark plugs per cylinder). From serial number 50 to 100, a 12-volt Delco-Remy #381 starter and #959B generator was used. After serial number 101, a #445 Delco-Remy starter

was used along with a #945W generator. The governor was a Taco fly-ball type governor with both foot and hand controls. The carburetor was a Schebler 2”, model AT-ATx164 updraft unit. The air was kept clean by a Pomona oil-bath air cleaner. Two 50-gallon fuel tanks, one on each fender, were used, which may have lasted just a little past noon. These large engines were very thirsty. The cooling system held 27 gallons. At serial number 101, the radiator top tank and housing was redesigned to more resemble the rest of the Cletrac line. Overall, the radiator was 4” shorter than the earlier one. As mentioned previously, at least some of the first model 100 top tanks were left over model 75 tanks.

The tractor was driven through a nine-plate 12” clutch until serial number 100. At number 101, a Borg & Beck 18” single plate clutch was used. The transmission had 3 speeds forward of 1.75, 2.9, and 4.6 mph, and a single reverse speed of 1.8 mph. Some information also shows a reverse speed of 2.5 mph.

Steering was also Cletrac’s proven controlled differential steering, which supplied power to both tracks even while turning. Early pictures show a steering wheel used for steering. This was soon changed to steering levers for better control and easier turning. On Bill Graham’s model 100, serial number 55,

Very early model 100 with a steering wheel; it may be the first one.



The Cletrac 100 was a giant in many ways. It was almost four times heavier than the next smaller Cletrac...

the transmission case was casted with a round mounting base for a steering wheel pedestal. His however, had steering levers mounted on an adapter base.

The single reduction final drives drove the track through cast steel sprocket wheels with a manganese steel sprocket rim for long life. There were 8 lower track wheels on each side consisting of flanged and plain wheels rotating in plain cast bearings. There were no top rollers used on the earliest tractors. Instead, there was a slide used on the later ones, five plain bearing top rollers were used on a side. All were lubricated with Cletrac's "one shot" lubrication system. The tracks had a 14" pitch and were 19" wide with 26" grouzers. Each track was made up of 23 manganese steel track shoes and 1 3/8" track pins. There was 104" of track on the ground on each side. Turning radius was 15 feet for the early models and 17 feet for the later models.

A rear-mounted power pulley was also available as an option. It was 24" diameter with a 15" face, operating at 477 RPM.

General dimensions of this giant tractor were: height to dash, 86"; tracks center to center, 72"; overall width, 96", 14 feet 10" long, and 12" ground clearance. Weight was approximately 28,089 lbs.

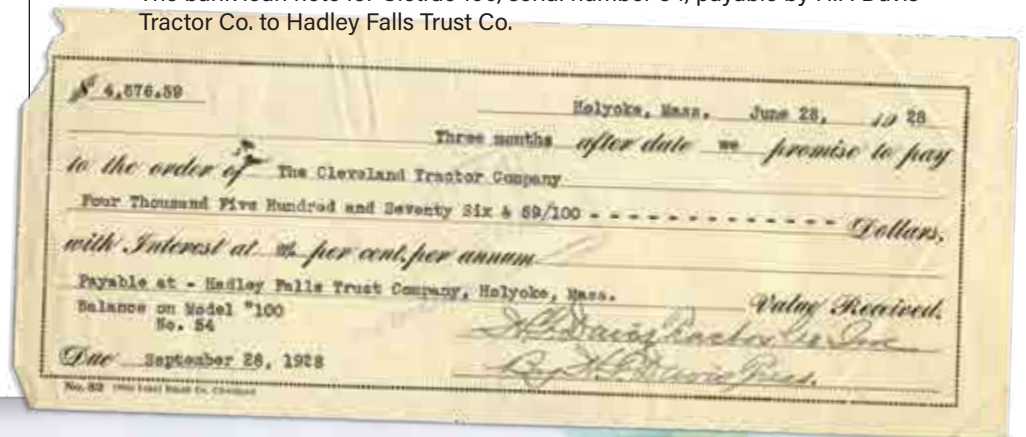
The Cletrac 100 was a giant in many ways. It was almost four times heavier than the next smaller Cletrac being built at the time, the model 30A. Industry wide, there was no other crawler tractor that even came close to the model 100. The Caterpillar 60 and Monarch 75 were its closest rivals. However, these lacked nearly four tons in weight.

Since the model 100 was larger than any other crawler tractor currently

being built, very little equipment was being produced that was a match for it. In some cases, multiple hitches of equipment served the purpose. Production of these large crawler tractors opened a market for larger equipment. There were a number of companies that realized big tractors were there to stay and developed equipment to meet this growing market.

One such company was the Walsh Boiler Works of Holyoke, Massachusetts, that built snowplows. Commissioned by The Cleveland Tractor Company and H.F. Davis Tractor Company of Boston, they soon had a snowplow ready for this large tractor. H.F. Davis Tractor Company had a model 100 complete with a Walsh snowplow on display at the Eastern States Exposition in Springfield, Massachusetts, in September 1927. Below, you will see a note for a loan on a Cletrac 100, serial number 54, that H.F. Davis Tractor Co. had with the Hadley Falls Trust Co. The above tractor exhibited at Springfield may have been

The bank loan note for Cletrac 100, serial number 54, payable by H.F. Davis Tractor Co. to Hadley Falls Trust Co.



A Cletrac 30A in-between two Cletrac 100 models. In 1927, there was no Cletrac model between the 30A and 100, creating a giant gap.





Logging in a big way in U.P. Michigan.



A Cletrac 100 operating a Snow King Rotary Snow Plow. Notice the intake air is warmed by exhaust.

this tractor. The Cletrac 100 complete with a cab, ice caulks, and a Walsh All Steel snowplow had a list price of \$9,350. A bare Cletrac 100 carried a list price of \$7,500. Only the largest contractors, loggers, or large municipalities could afford a machine like this. By September 1927, two Cletrac 100 tractors with Walsh snowplows had been sold to the state of Massachusetts.

One model 100 with a Walsh snowplow was sold to the highway department of Leicester, Massachusetts, in May 1928 for \$9,600. There was correspondence and invoices between H.F. Davis Tractor Co. and the town of Leicester up into 1932 for a Cletrac 100 and snowplowing. I have never been able to learn how many Cletrac 100 had been sold by H.F. Davis. They still had a new one in stock in February 1930.

By 1930, quite a few companies were building equipment to match the model 100. Snowplows were built by

Sargent and Walsh. A rotary snowplow built by the Rotary Snowplow Co. was known as the Snow King Rotary Snowplow. Austin-Western and Euclid built crawler dump wagons. Adams, Austin-Western, and Rome built leaning wheel graders. Austin-Western and

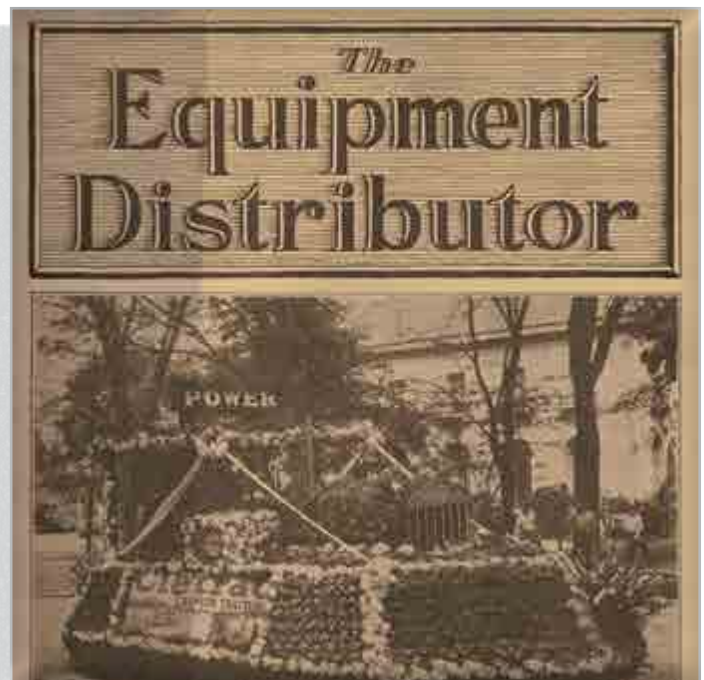
Stroud built elevating graders. There were many other companies building equipment. This is only a sampling.

The Cletrac 100 was used in many different and unusual applications. Two were shipped to Palestine to pull large plows to eradicate destructive weeds. A Cletrac 100 was decorated as a float and entered as part of a parade by The Cleveland Tractor Co. during August 1929 for the National Air Race and Exposition in Cleveland, Ohio.

In 1930, A Cletrac 100 was used at the Lakehurst, New Jersey, Naval Air Station to move a portable mooring mast to move dirigibles from its hangar out to the field for take off. Dave Reed of Elkton, Maryland, has a model 100 and believes his tractor may be the one used at Lakehurst.

Today's Surviving Cletrac 100 Models

Bill Graham of Edmonton, Alberta, Canada owns two model 100s that he restored. His early model is serial number 55 and was found in the state of Washington. His second later model 100 is serial number 138. This one was found



This float built around a Cletrac model 100 was entered by the Cleveland Tractor Co. in the pageant that opened the National Air Races in Cleveland. Circa 1929.



This Cletrac 100 is operating an elevating grader.



A Cletrac 100 pulling a portable mooring mast at the Lakehurst, New Jersey, Naval Air Station.

at Lloydminster, Saskatchewan, Canada. These are the only two of this model that are complete and fully restored.

Dave Reed of Elkton, Maryland, owns the possible Lakehurst, New Jersey, tractor. No serial number is known.

The late Ken Eder of Carthage, North Carolina, owned the serial number 56 Cletrac 100. This tractor no longer has the original engine. It was found in Maine and restored there.

The late Bill Bechthold of Lodi, California, used to have pictures of a Cletrac 100 with a gear lift dozer that was in a wooded area in Canada owned by the government. Nothing more is known of this tractor.

During the years of 1927 to 1930, sales of the Cletrac 100 were quite low, which was probably normal for other large tractors of this era. Serial numbers began at 50 and ended with 158.

Engine serial numbers ranged from 1101 to 1179. By tractor serial number, only 108 units had been built. Engine serial numbers suggest this number may have been lower at only about 80 units. I do believe the lower number is probably right. The model 100 was redesigned at serial number 101. It is very possible not all serial numbers

were used leading up to number 100, but 101 being used as a starting point for the newly updated tractor.

By 1930, The Cleveland Tractor Company was getting ready to introduce an all-new line of tractors. The largest in this new line would be the model 80-60, which was around 7,000 lbs. lighter than the model 100 and rated at 90 belt horsepower. This brought it more in line with the other brands being offered. While being the biggest on the market had an advantage at times, it did put it out of reach for the wider market.

In a few short years, the crawler tractor size grew until it had caught up to what the Cletrac model 100 was. In 1933, Caterpillar produced both

the 70 gas and the 75 diesel that broke the 30,000 lb. weight. Neither of these broke the 100 belt horsepower barrier. By 1936, the Caterpillar RD8 weighed in at over 30,000 lbs. and produced 118 belt horsepower. By 1939, Cletrac had their streamlined FD, which weighed in at 30,030 lbs. and produced 107.25 belt horsepower. It also made a low gear pull of 21,831 lbs. In many respects, Cletrac had caught up with the model 100 again, however ten years later.

During the 1940s, crawler tractors continued to grow in size and power to meet the needs of the Interstate Highway System that was rapidly expanding across the USA. ▣



Landis Zimmerman's Cletrac F keeps Ken Eder's 1927 100 company. Ken bought the Cletrac 100 from the former Schaaf Truck and Tractor Museum.



OLIVER

Automatic Wire Tie **100 is Better!**



by *Sherry Schaefer*

The history of Oliver balers started with Horace Tallman, a hay dealer in Shelbyville, Illinois, in the 1800s. Through a series of events, Tallman would eventually acquire the Ann Arbor Hay Press Company of Ann Arbor, Michigan, and move it back to his hometown of Shelbyville. In 1943, Oliver purchased the baler manufacturer and made it their own. This successful venture contributed greatly to Oliver's full line and produced a wide variety of successful balers and hay tools. One of those was the Model 100 baler.

When Oliver acquired Ann Arbor they inherited the stationary baler line as well as a few pickup balers, known as "hay and straw combines." (It would be 1942 before the pickup balers were recognized as pickup hay balers.) The pickup balers greatly reduced the labor-intensive job of stacking the hay and then forking it into a baler, which often required hand-tying the bales.

Oliver was working on a redesign of the Ann Arbor balers when the Shelbyville plant burnt down in late-1943. This minor setback delayed the design of a new baler and it would be 1949 before the new Model 8 baler came out. It was one of the most modern balers available and eliminated the rider by having an automatic tying system.

By 1953, major advances were made to the Model 8 greatly improving its production capacity. While it shares many of the same components with its replacement, this new baler would be called the Model 100.



The 100 had the ability to bale up to ten tons per hour and handle the crop much better in the process. To start with, the pickup unit on the Model 8 used gathering chains to carry the hay up to the cross conveyor. This method would force the hay up the elevator and drop it onto the conveyor that again used chains, allowing many of the leaves to be knocked off during the process. Since the leaves contained the protein, the farmer was losing a valuable commodity.

On the Model 100, the pickup unit lifted the hay to a solid metal deck, where no leaves could be lost. The gathering chains were replaced by a spring-tine feeder that fluffed the hay up to the cross conveyor. Below the auger was a solid rubber belt that fed the hay into the chamber. No leaves could possibly be lost in this process.

The long tines of the exclusive Oliver Force Feeder pulled the hay into the feed hopper. Everything was synchronized to put a larger capacity of hay or straw into

Look where you'll save with the **NEW OLIVER 100 BALER**



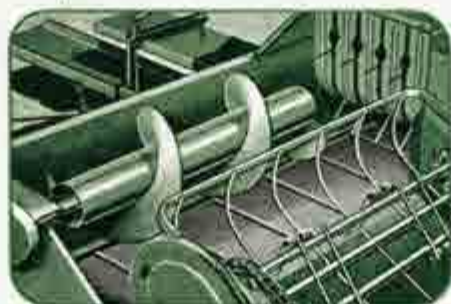
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Oliver's short knot saves footage, and dollars, all season long. All the wire is used to make the bale. Saves your temper, too . . . it's turned in so it can't snag.



Four synchronized feeding units keep hay under control. The elevator, auger and corded rubber cross feed increase capacity. Add *Oliver's* exclusive force feeder and you have another big saving: *tonnage!*

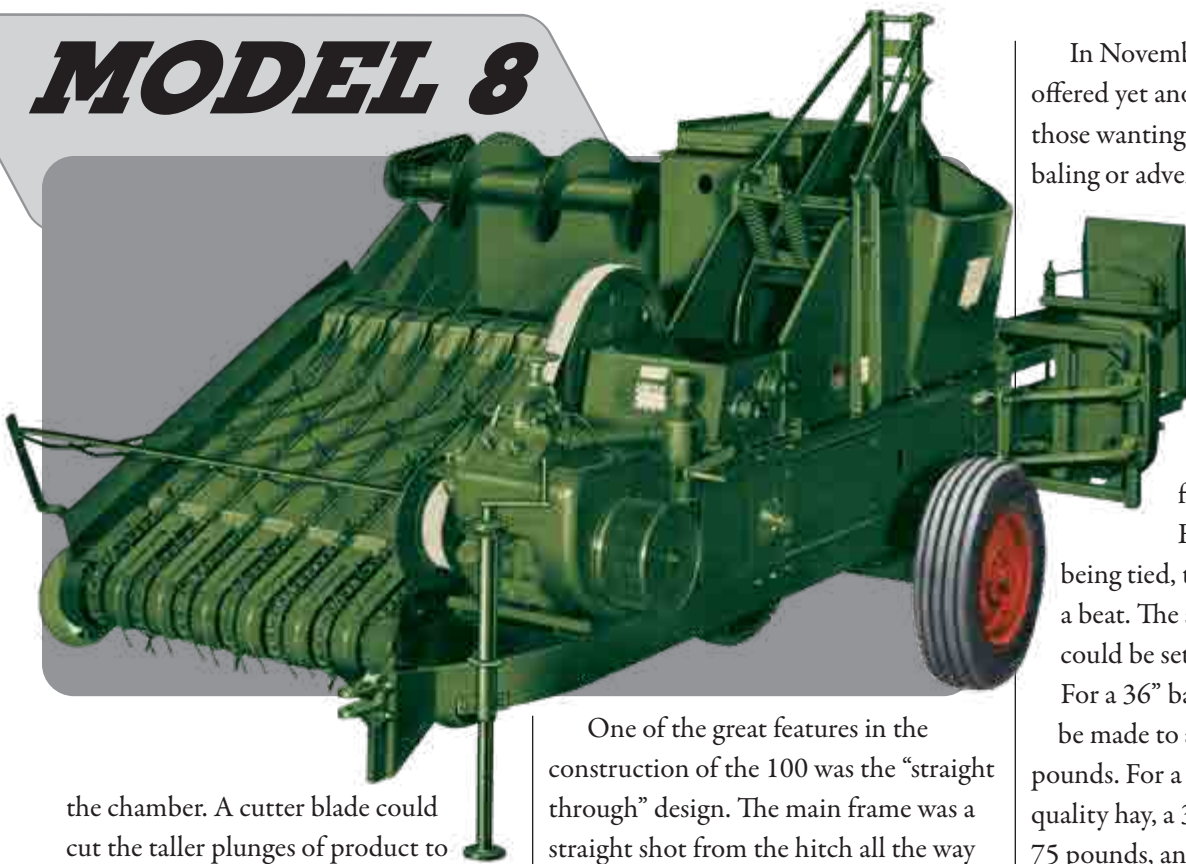


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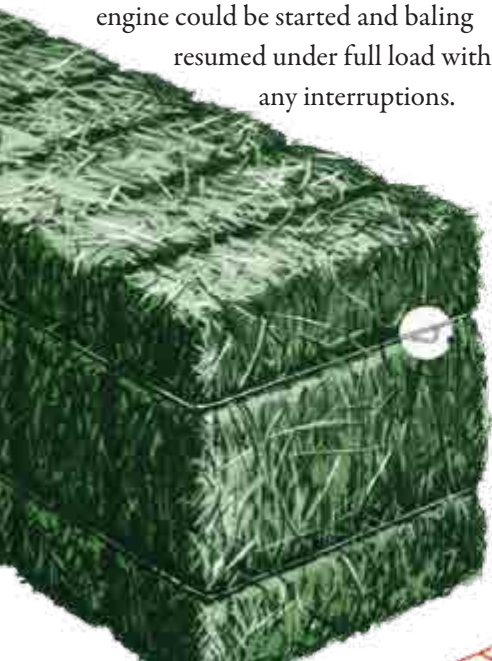
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MODEL 8



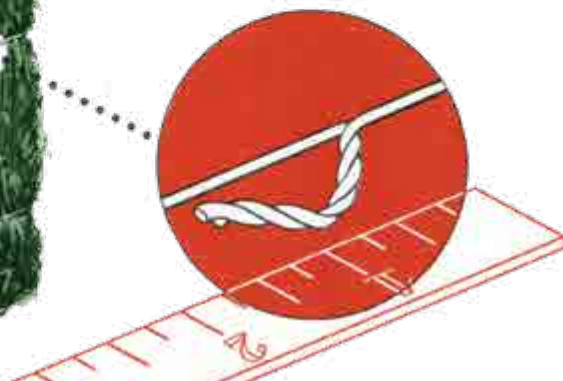
the chamber. A cutter blade could cut the taller plunges of product to assure a uniform beat.

The tying feature of the 100 was the same as the Model 8. This simple process tied with two wires fed from two separate cans. Once the bale was tied with five twists, the cut end was curled back toward the bale to prevent snags to clothing or flesh, making them easier to handle. This machine was so modern that if the wire ran out, the “out-of-wire” signal system automatically stopped the engine. Due to Oliver’s 22:1 reduction ratio in the gearing of the baler, the engine could be started and baling resumed under full load without any interruptions.



One of the great features in the construction of the 100 was the “straight through” design. The main frame was a straight shot from the hitch all the way to the exit of the bale. There were no bends to make, no changes when going through the field, and no chance of a bale or frame getting twisted. It was a perfect alignment.

This was not a PTO-driven baler but was powered independently by its own powerplant. When first introduced, it was equipped with a VE-4 air-cooled Wisconsin engine. It could even be ordered with electric start, including a battery mounted on the side for easy access. The January 1953 literature shows this as the only option for power. However, in March 1953 a service bulletin announced the Y-91 Continental engine could be ordered for the 100 or as a replacement on the Model 8.



In November of 1953, Oliver offered yet another engine option. For those wanting more power for heavier baling or adverse field conditions, a VF-4D engine was now available. This engine had a longer life and could handle heat better due to Stellite exhaust valves and inserts.

The 100 was set up for 38 strokes per minute. Even when a bale was being tied, the machine didn’t skip a beat. The standard length of a bale could be set for 36, 40, or 44 inches. For a 36” bale of straw, bales could be made to a maximum weight of 60 pounds. For a 44” bale, 70 pounds. For quality hay, a 36” maximum weight was 75 pounds, and a 44” bale was limited to 100 pounds. (I don’t want to be on that bale crew!) The Operators Manual noted heavier bales would reduce the life of the machine and increase upkeep and repairs. A bale counter was standard equipment.

A service bulletin was sent out in October of 1953 to address the issue of the weak area around the elevator drive support assembly. Additional bracing would be incorporated on all balers after that bulletin and a service kit was offered for earlier 1953 models at no charge.

The 100 baler with electric start listed for \$2,787 in 1953. A jack was an additional \$15.75. In 1957, the same baler was \$2,926, however, the Continental powered baler listed for \$3,024. The last year the 100 was shown in the price lists was 1957.

The 100 engine-driven design carried into the Model 101. This was a much larger baler built for the commercial user. Power by a 36-horsepower VG-4D Wisconsin engine, this was a three-wire machine capable of building 180-pound bales. That model was replaced by the

top shear feed cuts only the tails . . . produces sliced bales



102, then the 103. All of these were engine-driven units.

The Model 8 baler, also known as the Bale Master, went into production late in 1949. Since the 100 was just an improvement of that design, by the late-1950s it was becoming outdated. Tractors were becoming more powerful and there was no need for a second engine to maintain on your implement. In 1960, Oliver introduced their more streamlined and PTO-driven line of balers. While the offspring of the 100 series survived until 1966, they were soon replaced by the 20 series of balers, the 520, 620, and 720.

When the farmer came home with a new automatic wire tie baler in 1950,

he really thought he was on top of the world. But as is the case with most new things, the second version usually has had the bugs worked out of it and is more refined. And that is why the 100 is better! ▣

MODEL 100



OLIVER MODEL 100 BALER SPECIFICATIONS

(Subject to Change Without Notice)

Pick-Up Unit: Full floating, power driven, positive pick-up with 54-inch cylinder.

Crossfeed Unit: Large capacity, adjustable, open end auger and cleated 2-ply fiber rubber belt conveyor, with exclusive force feeder.

Feeder Assembly: Sturdy, adjustable feeder head, equipped with expanding blade.

Transmission Case: Oil-bath type, equipped with safety slip clutch.

Top Gearing: All-steel gears with shafts turning on Timken tapered roller bearings.

Plunger: All steel. Replaceable wear shoes.

Strokes Per Minute: 38 strokes. (No missed strokes during tying.)

Transport Wheels: Equipped with Timken tapered roller bearings. Left wheel tire is 7.50 x 16 eight-ply, right wheel tire is 7.50 x 16 six-ply. When dual wheels are desired, extra wheel with 6.00 x 16 six-ply tire, may be attached.

Bale Chamber: 16 x 18 inches.

Length of Bales: 36, 40 and 44 inches, standard (28, 32 and 36 inches, sales extra).

Capacity: Up to 10 tons per hour in average hay.

Wire: No. 14½ gauge, annealed and oiled, 48½-pound coils; outside diameter, 10½ inches; width, 3⅞ inches. ASAE Standard Baling Wire Package No. 3150.

Type of Main Drive: Belt.

Engine: Model VE-4 four-cylinder air-cooled Wisconsin (Bore and stroke, 3 x 3¼ inches). Electric starter special equipment.

Overall Height: 5 feet, 11 inches.

Overall Length: 18 feet.

Overall Width: 9 feet, 7 inches.

Total Weight: 4,562 pounds with engine.

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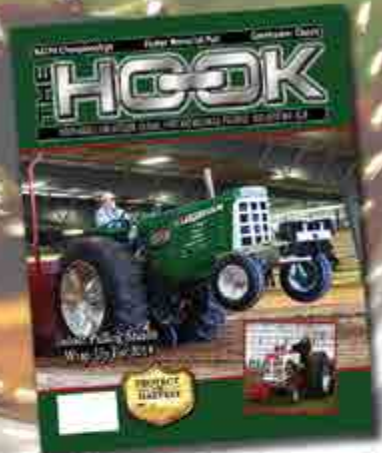
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by *Sherry Schaefer*



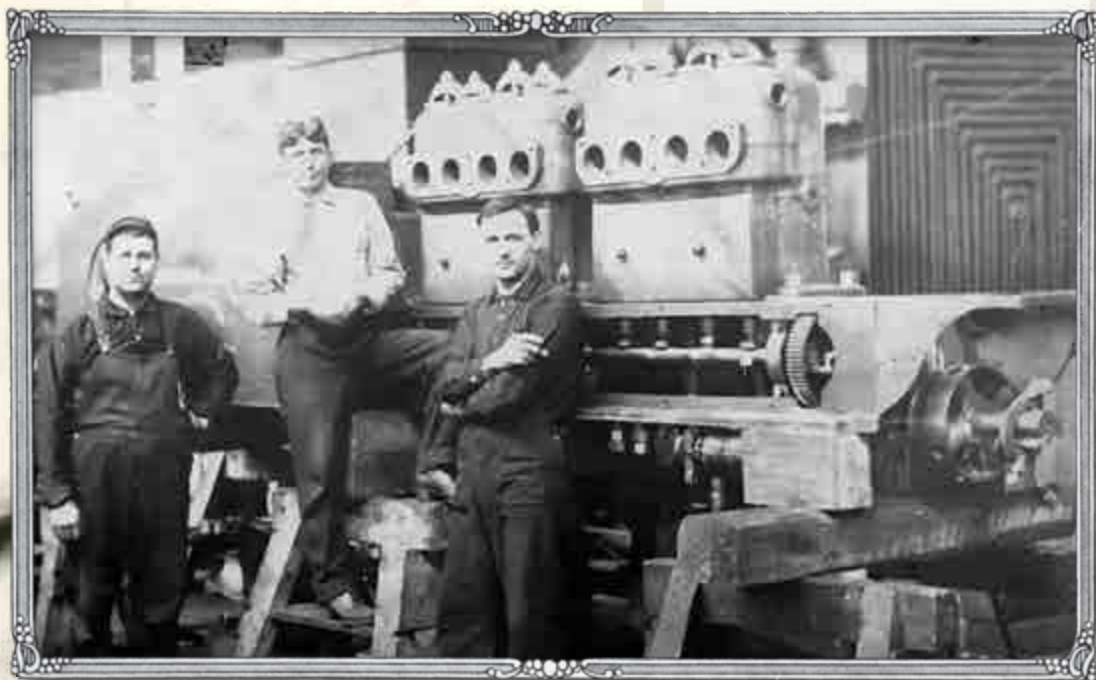
The 60-100

Bigger isn't always better. Such was the case with the Hart-Parr 60-100. Information is slim on this behemoth model built over the course of 1911-1912.


Hart-Parr had already been in production with the 40-80, which weighed in at 34,000 pounds. The tractor was huge and difficult to operate by untrained personnel. Only ten units were built in 1908 and 1909, and the company was still trying to sell them in 1911.

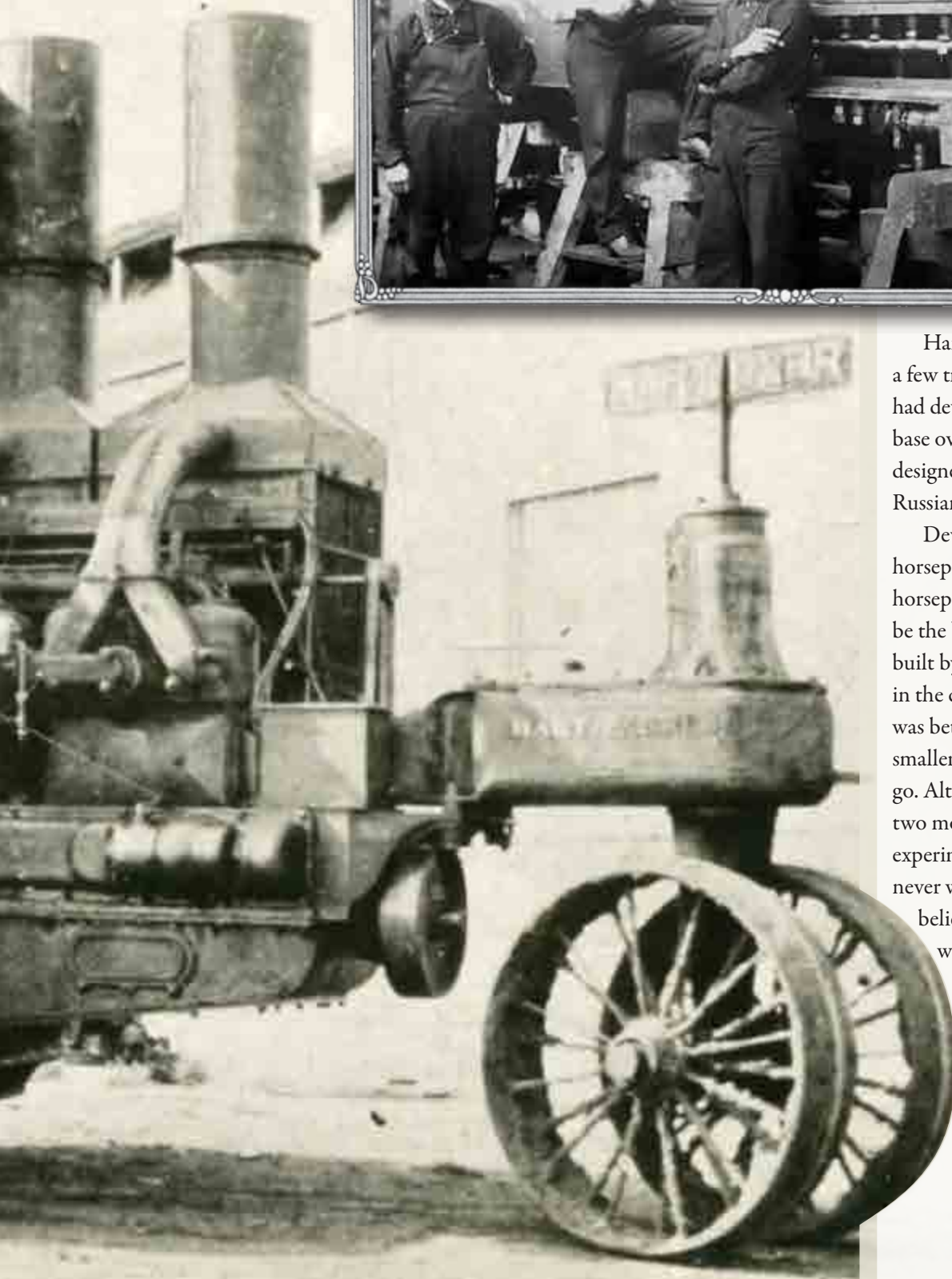
Also in 1911, however, Hart-Parr began building an even bigger tractor! This machine would weigh in at 54,000 pounds and have wheels that were 9' tall. While there are pictures of the tractor being used for fieldwork in Charles City, that's not what the tractor was designed for.





Hart-Parr was selling quite a few tractors to Russia and had developed a good customer base over there. The 60-100 was designed to pull carts of ore in the Russian mines.

Developing 60 drawbar horsepower and 100 belt horsepower, the 60-100 would be the biggest machine to be built by Hart-Parr. While some in the company believed bigger was better, the trend soon proved smaller tractors were the way to go. Although one or possibly two models were produced for experimental purposes, the machine never went into production. It is believed that the models built were destroyed. 



CITY TV ENCROACHMENT

by *Luke Cain*

Rogers, Minnesota, was once a small farming town located 25 miles northwest of Minneapolis. During the 1950s, many a farm boy gawked out the big windows of St. Martin Grade School watching the passing railroad trains roar through Rogers. Flat cars loaded with many different brands and colors of tractors, combines, and farm equipment exited the Twin Cities through the tiny town to disperse its heavy load of painted iron to dealers across Minnesota, the Dakotas, and Canada. Like many small towns across America in those days, Rogers itself had three separate farm equipment dealers including International Harvester, John Deere, and Allis-Chalmers/New Holland. There were Oliver dealers in other nearby towns that also serviced that area.



By the 1970s, the Interstate 94 freeway was constructed. Its course wound along the northern edge of Rogers. As with many small towns, the familiar old Main Street that was once lined with old landmark businesses has become a series of antique stores today,

while “big conglomerate companies” now occupy both sides of the high-speed freeway and other nearby four-lane highways. As the 18-wheelers roll down the interstate, the slapping sound of the rubber tires hitting the pavement is a continuous sound day and night. In terms of farm equipment today, you’re lucky to see maybe one lone combine, a 24-row precision planter, or one 500- to 600-horsepower track tractor heading west. Compared to the endless railroad trains loaded with farm equipment of 70 years ago, it’s just another sign of the changing times.

Just a quarter mile northwest of old Main Street within the Rogers city limits resides the Weber family farm. Now over one hundred years old, the land acreage has shrunk to 69 acres as the city and its housing developments surrounds it in all four directions. Neil Weber was one of seven siblings who went into a partnership with his dad,



Neil Weber

Romie, and kept the home place going back in 1980.

“At that time, we were running 350 acres of land, both owned and rented, plus milking the barn full of cows. Our barn was built in 1917 and it served my great-granddad John, granddad Albert, my dad Romie, and myself all through the years. Of course, we added several lean-to additions and eventually the barn held 44 cows, plus calf pens. Barn cleaners, silo unloader, bulk tank and a pipeline milking system were added to ease the daily drudgery. We only built what we could afford at the time and that was the same for buying tractors and equipment, too,” explained Neil.

Although there were three machinery dealers close by in town, Romie bought a nearly new 1953 Oliver 77 gas tractor from another dealer some 18 miles away. “We’re related to the John Deere dealer here in Rogers. But Dad felt the Oliver 6-cylinder engine was light-years ahead of the 2-cylinder and 4-cylinder engines the other brands had to offer at that time. Plus, Oliver had way more features like the live power take off, Bostrom seat, and not to mention the styling and looks of the Fleetline models back in those days.”

“Dad and my uncle, Walter, farmed next door to each other for many years. We shared the burden of machinery expenses. Uncle Walter had a Super 77 so Dad got plenty of seat time running



This 1953 Oliver 77 Row Crop belonged to Neil's dad and is still in great shape!



that tractor, which is why he purchased our first 77. As time moved on, we acquired a Super 88 and an 880 to use as our big tractors. Eventually, a second 1954 Oliver 77 was purchased with a model 4 Oliver mounted-cornpicker from a nearby used equipment jockey in the early-1970s. That tractor was a gem and since Dad always took such good care of his first 1953 model 77, today we still have two real nice-looking Oliver 77s to use for light work on the farm and for tractor rides.”

“During the 1970s, we owned an Oliver 1755 and 1855 diesels. Unfortunately, the 310 engines had problems, so we switched to the White brand with the Perkins and Hercules

engines. During the 1980s, times were tough on the farm. We picked up the low hour 2-135 as a repo and saved a lot of money.”

“When Dad and I started farming together and added more rented acres, we moved up to bigger horsepower tractors which included a White 2-135, a 2-105, then a 2-110 red stripe, and a 2-85, all equipped with cabs. We sold the 2-105 outright to another local farmer when I bought that 2-110 at an auction. A late-style

Oliver 770 gas and an Oliver 1555 gas, both with power steering and wide fronts, were also added to our tractor lineup. With 50 and 53 horsepower, respectively, those two tractors bridged the gap between the 77s and the larger



“They always say that when the Good Lord closes a door he opens a window. In our case, I call that window taking advantage of ‘city encroachment’ ...”

One is insulated and heated as a farm shop. Our three sons, Dave, Andy, and Eric, and I can use it for working on our tractors and equipment.”

By 2003, Neil’s nagging back problems called for some changes, and he decided to sell the dairy cows. “The old barn and its equipment were worn out and so was I,” said Neil. “I know Dad didn’t want to see the cows go, but what could I do? None of my sons wanted to dairy farm, so the handwriting was on the wall. It was a big decision since those milk checks came every month without fail. Ever since I was a boy, we always had that security, now that was ending forever. Lots of things go through your mind as the cattle trailers leave the driveway. Three weeks later, Dad died of a heart attack. I always wonder...” Neil paused.

“They always say that when the Good Lord closes a door he opens a window. In our case, I call that window taking advantage of ‘city encroachment.’ We kept farming the rented acres, but as the city of Rogers expanded in all directions those extra available acres soon disappeared. Today, we run about 130 acres with 25 in soybeans, 35 in corn, and 65 devoted to hay, plus raise about 50 steers per year. For the small operator near a heavily populated area like this, raising beef can be a nice enterprise. There are lots of families living around



Whites. That 770 checkerboard is still my favorite tractor,” said Neil.

By 1989, Neil took over the farming operation and his dad, Romie, retired. “My plate was full, milking cows twice a day, plus running 350 acres of cropland. Dad helped with the lighter work, but luckily my three sons were coming up so they could help out with chores and fieldwork as they grew older. We chopped silage and I continued to pick ear corn for the dairy cattle. As our rented acres grew in numbers, we added a used self-propelled combine, a

batch dryer, grain truck, gravity boxes, and bins to handle the excess cash crop soybeans and corn. We put it all together without going into debt.”

Neil and his wife, Sandy, have their own home just down the road from the family farmstead. “We bought a 1960s-era home back in 1981 and moved it onto our own small piece of property. The home was moved here from its original site to make room for a new freeway down by the Twin Cities. We have fixed it up and added onto it, plus we built two sheds at our place.



us who stock their own freezers with quarters and halves. We sell the animal on the hoof and a butcher shop takes over from there.”

“Another aspect of an area like this is the horse business. Horses eat hay and what our beef cattle don’t consume, we sell to the horse owners. We make small square bales and big rounds on our 65 acres of grassland here. We also raise and sell sweet corn, firewood, and pumpkins during the seasons. Our customers use the honor system so we don’t have to

babysit a roadside stand. They pull in the driveway, pickup their product, drop the money in a can and go. Folks are honest and want us to stay in business. We just have to keep it stocked.”

“I’ll admit that when the milk cows left, I never dreamed we’d be farming like this and actually making a living doing it. Our acreage size is down, but so is our investment. We are still planting 36” wide rows in corn and getting 175 bushel per acre yields. We still use an older 4-row combine and 2-row corn-

picker. I plant soybeans with Dad’s old 10’ grain drill and average 55 to 60 bushels per acre year after year. When the snow season hits, I am in my pickup truck plowing parking lots. There are so many businesses popping up around here, I can keep as busy as I want.”

One thing our oldest son, Dave, started a couple years ago is making videos of our farming operation in action. At first, we thought it would be nice to keep the memories of the home farm alive for our entire family. My siblings grew up here and recall helping Dad milk cows, playing in the woods, baling hay, that kind of thing. But we discovered farmers are featuring Olivers, like Chris Losey, Jake Zeigler, and Oliver66FarmBoy on YouTube.”

“Dave decided to go with the Olivers and Whites working on our farm. Check out crazydave4455 on YouTube. Watch the various field and livestock work being performed with your favorite Charles City iron. We feel our family type farm with smaller and older equipment is a refreshing change to the big-time operations out there in today’s ag world. So, whether grinding ear corn, hauling hay with an automatic bale wagon, or planting soybeans with an Oliver 77 and a 70 year old grain drill, check out our YouTube page and reminisce about the good old days of farming from your easy chair.”

As the interview ended, the sound of skill saws and nail guns interrupted the silence of the century farm. Neil noted that 38 new town homes were being constructed right directly across the road. When asked if that bothered him, he responded, “annoying.” Driving away from the Weber farm that day, surrounded on all four sides by homes, it was quite evident that soon all that would be left of five generations of a family’s hard work would be a series of videos on YouTube. ▣

“Today, we run about 130 acres with 25 in soybeans, 35 in corn, and 65 devoted to hay, plus raise about 50 steers per year.”





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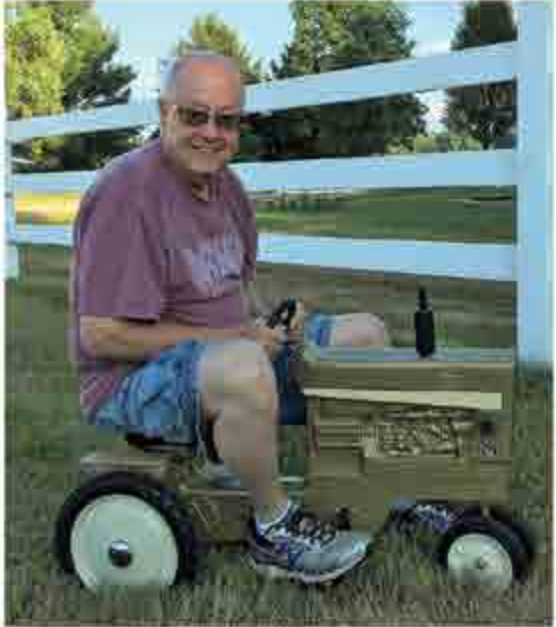
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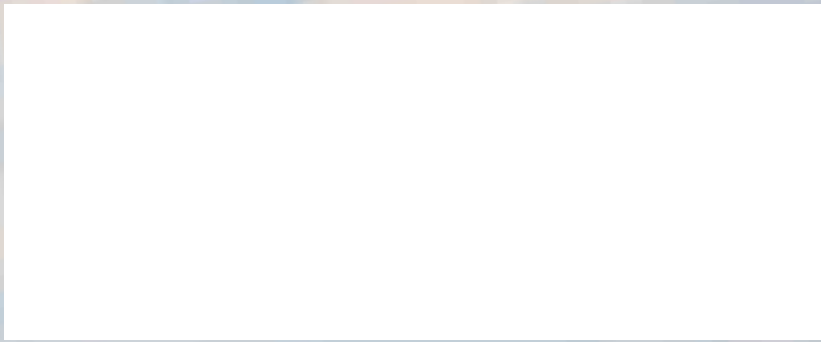
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