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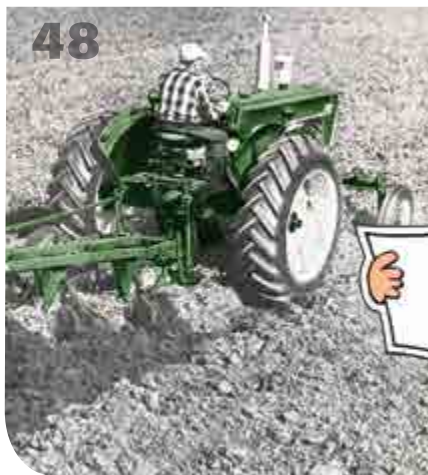
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OLIVER HERITAGE (ISSN 1551-5842) is published bi-monthly by 3-Point Ink, LLC, 1550 City HWY 40 Greenville, IL 62246. US. Subscription price: \$29. Canadian subscription price: \$35. Overseas subscription price \$48 for 1 year or six issues. Pricing valid through 12/31/21. All rates are in US funds only.

POSTMASTER: Send address changes to Oliver Heritage PO Box 519 Greenville, IL 62246. Periodical postage paid at Greenville, IL and additional entries. Change of address notice: Please allow 6-8 weeks for an address change to take effect. **Oliver Heritage** is not responsible for missed issues due to an address change.

Sherry Schuster
EDITOR



IS THE
**OLIVER
GIRL** 

What a summer it's been! Shows are back open and many have had record crowds. Following a year full of cancellations, it's great to be back out with the tractors and friends.

I feel like I've been living on the road this summer but thanks to the comforts of my diesel pusher, I haven't minded a bit. It's like living in a big rolling suitcase. No more packing, no more trying to get everything in a couple suitcases, just turn the key and go!

In August, I attended the National Oliver show in Oakley, Michigan, and it was quite the event. If you're a classic tractor or antique tractor-pulling enthusiast, you HAVE to go to this show. With three pulling tracks in different areas of the showgrounds, there is constant action. I grew up tractor pulling so I've seen a LOT, but until Oakley I had never witnessed cement pulling. It is definitely something different and something to see at least once. Pulling at Oakley started first thing in the morning and lasted well into the night. They are the equivalent of the Bowling Green pull in the classic tractor arena. And I now know why good sheet metal is hard to find. There must have been a couple hundred 77s and 88s

pulling. I have never seen so many of them in one place!

While at the show, I was asked to be the guest speaker. I chose to talk about something we all need to keep in mind – telling your story. This has really slapped me in the face since the loss of Dad and my close call. I wish I had written down a portion of the stories Dad told, but I never thought about those stories being gone in an instant. I always say that every time an old person passes away, a library burns down. We have lost a lot of libraries in the past few years.

With time slipping away for those actively involved in the operation of Oliver, it is critical that we get their stories as soon as possible. I was fortunate to have sat with some of the key players like Sam White, Ollie Cunningham, and others involved in the industry. I have a lot of our conversations recorded and really need to get them transcribed and in print to share with all of you.

Everyone has a story to tell of some sort. Some of us have MANY stories to tell. Wouldn't it be sad if no one heard that story? Don't let that happen. While you might think your story is insignificant, it probably isn't. Someone would love to hear it. Some night when you're sitting down doing nothing, get

a piece of paper out and document your first tractor, where you got it, how much you paid for it, what you did with it, what happened to it. If you're one of the younger ones, sit down with your parents or grandparents and get it on video because I know every one of you has a smart phone.

As I looked over the crowd at the last Oliver show, there were so many missing faces. They haven't lost interest in Oliver; they are just victims of the passing of time. It is an inevitable fate. The legacy they leave behind must be told or it will vanish.

If there's one phrase I've heard over and over in the last year, it's, "We're in this together." Although it wasn't referring to Oliver collecting, it should. We are all in this for the same reason. We want to celebrate the legacy of Oliver. We need to keep telling the stories and keep the interest going. If we're going to bring the next generation into this, we must get them interested and get them involved. I hear that Oliver is one of the top ten baby names right now, so another generation is on the horizon with the potential for interest in Oliver farm equipment. Let's tell them some good stories so they can keep this legacy going.

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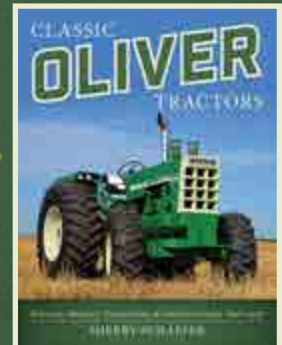
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Sherry@oliverheritage.com

Sherry,

I do enjoy taking my Oliver 66 and Oliver Superior on tractor rides and parades with my grandkids. I also enjoy reading *Oliver Heritage* and *Heritage Iron*. Keep up the good work.

When your dad passed away, I was also 80. I still wear my Red Wing boots, also. Sorry for your loss.

Take care,
Ray Koenigs
Adams, MN

Ray,

That's a great looking rig and the perfect use for a spreader! I see a lot of those being used these days for people movers. Make sure there's no way it can engage. That's one thing that's always worried me. I know someone who went through a manure spreader once. He was just a youngster at the time and survived. In fact, he went on to start one of the greatest tractor shows on Earth. His name was Darius Harms.

Great job saving another piece of Oliver iron and putting it to good use! - Sherry



Sherry,

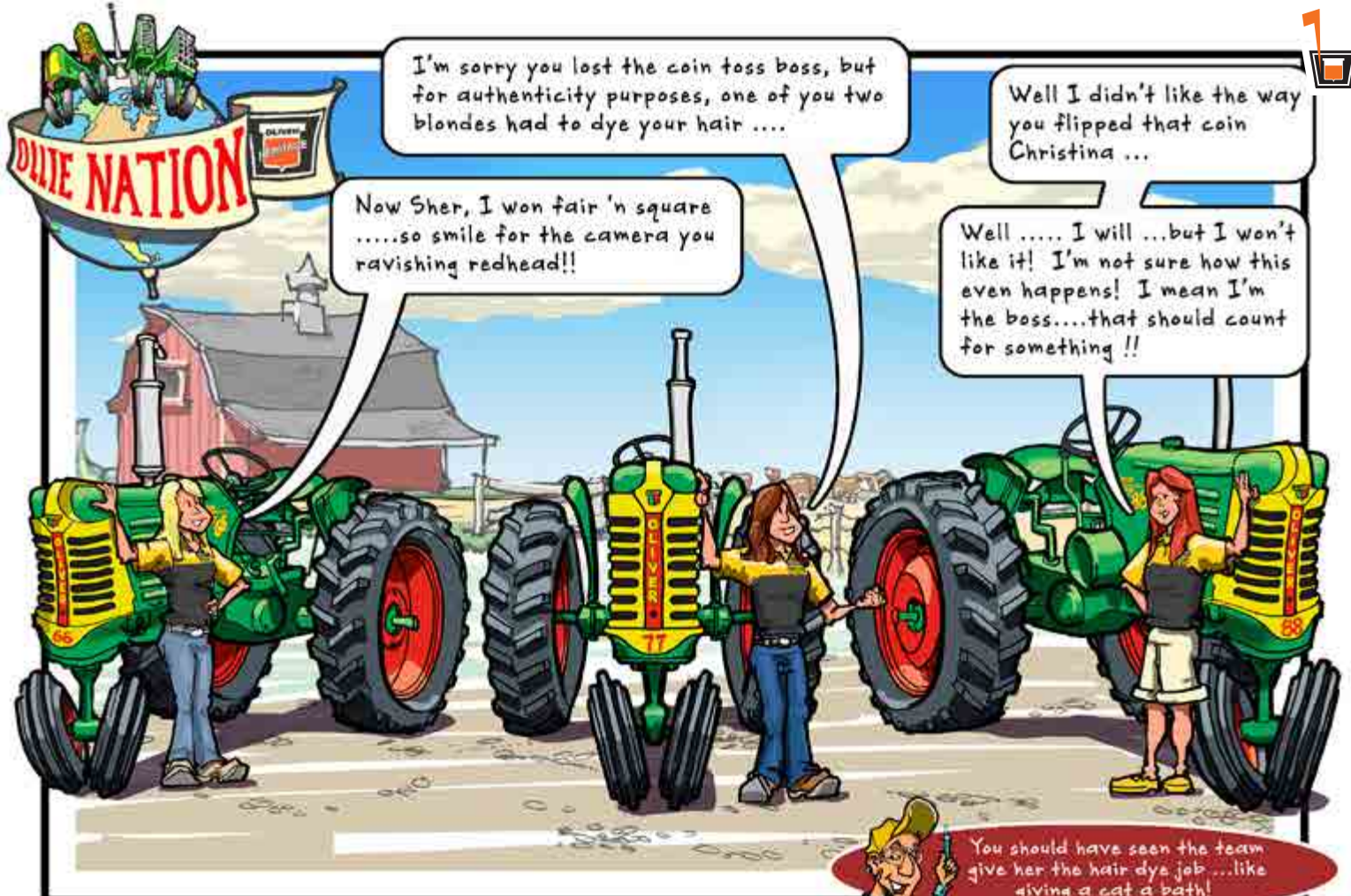
My son, Adam, just took his 1971 1955 to the Iowa State Fair and got third place!

David
Henderson
Des Moines, IA



David,

Great job, Adam! Thanks to kids like you, many old tractors are being brought back to life and will be around for a long time. It's no easy chore and his dedication is an admirable trait. - Sherry



I'm sorry you lost the coin toss boss, but for authenticity purposes, one of you two blondes had to dye your hair

Well I didn't like the way you flipped that coin Christina ...

Now Sher, I won fair 'n squareso smile for the camera you ravishing redhead!!

Well I will ...but I won't like it! I'm not sure how this even happens! I mean I'm the boss....that should count for something !!

You should have seen the team give her the hair dye job ...like giving a cat a bath!

Three Beauties - Photo Shoot

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POWER TO WIN

Sherry,

I head up the diesel program at Parkland College. You did a story on our pulling tractors back in the fall of 2009, and you also did an article on my brother's Oliver 7800 combine back in 2014.

I saw you at the Half Century of Progress Show. I drove past the *Heritage Iron* tent on this tractor Saturday morning. It is our family's 1936 Oliver Hart-Parr 18-27. It was the first tractor my grandpa bought new. He/we used it on our farm until the early-'60s then it sat parked under a tree for about 15 years or so. I got it running again in the late-'70s when I was in high school. Fast-forward to 2015 when I dug it out of the barn and started a complete restoration. Well, this is the finished project.

I got to run it on a B2 MM corn sheller at the Half Century Show; it ran perfect.

Great magazine, can't wait for next issue.

Hi Mark,

I remember visiting the Parkland College very well. What a terrific program! I'm pretty sure I landed just south of the Ziegler farm a few years back.

The Row Crop looks fantastic! What a great piece of family history you have brought back to life. You must be proud of that one. - Sherry

Mark Ziegler
Urbana, IL



Hi Sherry,

I've got a Row Crop 77 that my dad and his dad farmed with. I was washing the tractor the other day and the front wheel hubs changed from green to red. I believe it's a 1952, but I have sent the serial number for you, also. I'm wondering what color the front and rear hubs and rims were when the tractor was built and what the paint codes would be? I also sent a picture of our son, Alan, driving his great-grandpa's tractor. Thank you so much for all you do to keep the Oliver brand going!

Take care,
John Holles

John,

Actually, your tractor is a 1953. Looks like the hubs and wheels were originally red on your tractor. The paint code for



that is PPG 70094. It's pretty special to have the fourth generation driving that tractor. That's making someone proud. - Sherry

Dear Sherry,

My brother and I are writing this for my uncle, Bill, who lives in Rural Valley, Pennsylvania. He enjoys running Oliver's very much on his dairy farm that he runs with my grandparents. He has a 1750 and a 1650, both diesel.

This year, my brother and I were able to help with hay for a weekend and out of all the tractors we ran, we concluded that the Oliver's were definitely our favorites. This is a picture of us hauling hay with the 1750. Keep up the good work. We enjoy your magazines.

Bill,

What a great picture! If I didn't know any better, I would say it was taken 50 years ago. What a neat opportunity to help on the family farm with such a nostalgic meaning. I am curious, though... if that's a 1750, why does it have a 1755 grill on it? Could it be a transition model or have the name spears been replaced? Interesting... - Sherry

Thank you,
Bill, Dominic, and Victor Mattilio



Another **OLIVER** User

by *Luke Cain*



David Stumpf

Wright County, MN

It seems when farming gets in your blood, it stays with you forever. Whether you're farming full time making it your entire living, or working a job and the farm as a sideline or hobby after work hours and on weekends, the sense of dedication and drive is always there. Gambling with weather, equipment breakdowns, financial risks, sick livestock, or the hogs getting out seems to go away when a check comes in the mail... or when your child wins a blue ribbon at the fair. All are forms of achievement.

Dave Stumpf grew up on a small family farm where they had dairy cows, beef cattle, and hogs, in addition to raising corn and soybeans. "After the service, I worked construction for a local contractor. In 1972, my wife, Linda, and I bought the 40 acres we're still living on today. Although part of the land is marsh, part of the acreage is a suitable building site and field. The place needed lots of work. The home was only partially finished, and the former owner passed away so his wife didn't want to mess with it anymore. Like most young couples, we had more time than money! We bought it for a very reasonable price and supplied the sweat equity."



David Stumpf

"My construction background helped me in the remodeling and enlarging of the existing home. That hard work back then has provided us with a decent home throughout our lives. Most of the land around here is a lighter variety soil; it is more favorable for raising crops such as cereal grains and hay unless you have irrigation. I looked for ways I could improve my income since construction jobs sometimes shut down during the winter months. My thoughts were, 'I grew up on a farm...why not try that as my backup income, right?' There was some land available to rent just down the road so I used my knowledge from growing up on the farm and worked my way into it."

"When I was a kid, we had different makes and models of tractors at home, but I chose Oliver because of the live PTO. I started out with a 77 narrow front and then added an 88 diesel wide front with a loader. Eventually, I moved up to an 1800 diesel and then to an 1855 diesel. I was running 150 acres of cropland and

raised millet and milo for livestock feed. I also raised rye for seed that I sold to the University of Minnesota. In addition to the grain crops, I put up hay and sold that locally."

"Cargill had a program centered around hog production at that time. They had these farrowing huts called isolets that held one sow where she could have her baby pigs in a small cubical structure. The idea was that the hog producer didn't have to lay out heavy cash for a farrowing barn, plus the sow could have a sanitary, warm place to give birth to the newborn. He could buy any number of these isolets and farrow as many sows as he desired. I purchased eight and farrowed 40 sows in them. Being a small operator without any facilities, I eliminated the overhead expense of a permanent building and still was able to market feeder pigs at



an efficient level. Feed was stored in portable used buildings that I purchased and moved here to our place myself. We kept the place looking neat and painted up despite using all small, portable structures. It's quite remarkable how ingenious a person can get when there isn't a lot of money available to do something."

"Once the baby pigs reached 40 to 50 pounds in weight, I took them to the feeder pig market and that allowed me a fast turnover on my investment. Like noted before, I raised milo and millet that I stored at the local elevator. As I needed feed, they ground it and I hauled it back home during the year to feed the 40 sows. We were able to build a permanent 45' x 80' machine shed with 14' sidewalls to house our tractors, combine, and machinery."

"In 1976, I got a chance to become a part-time mail carrier. Since I was basically 'on call' as a relief mail carrier at first, it was too unpredictable to do construction work and be a reliable employee to them. By 1979, I became a full-time mail carrier and adjusted the farming to that work schedule. Farming ground and farrowing hogs came at a time in my life when I needed a backup income to make the transition into the postal service position."

"As time moved on, we made changes in our operation. I had moved up from my earlier Oliver 1800 diesel tractor to a later-model 1855 diesel. I harvested all my cereal crops with a Massey combine, which worked well for my needs. But as time goes on, all that equipment begins to wear out and we decided to cut back on the farming end of things and explore different avenues



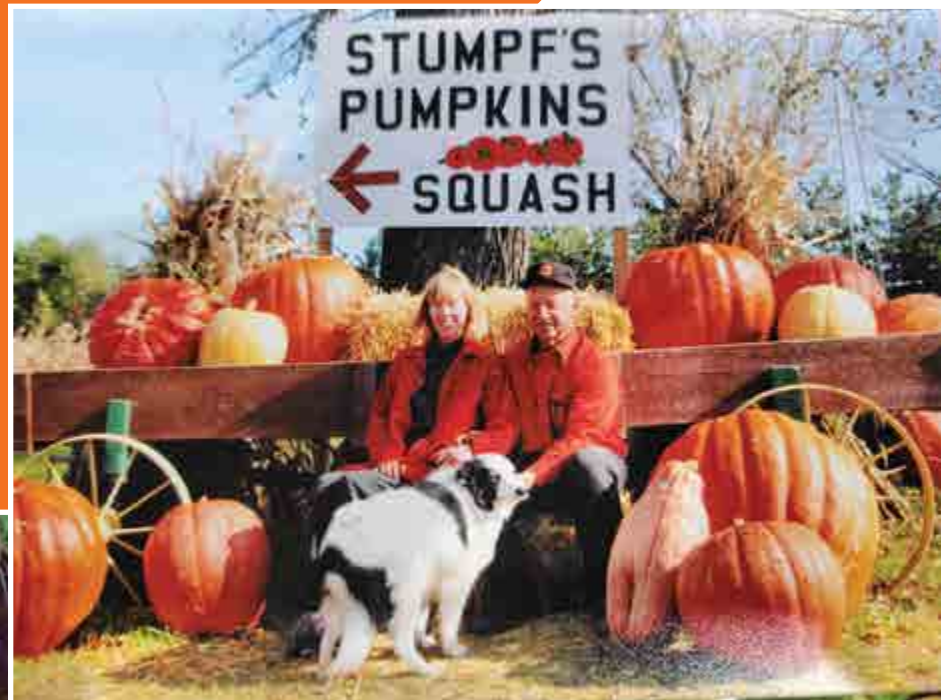
of agriculture, something we could do right here on our own 40 acres and eliminate the rented land payments and bigger machinery costs."

"Although I enjoyed farming, I did have to devote most of my attention to my postal job and it's sometimes hard to do both when you're swamped. We began raising, of all things, pumpkins. We had no idea the pumpkin market was as strong as it was. We discovered we could raise all the pumpkins we needed right here on our home

place, so we dropped the rented farmland and sold off the bigger machinery items, keeping the smaller, older Oliver 77 and 88 tractors for use around the home place."

"Our kids began selling pumpkins off a hayrack out at the end of our driveway at first and that went well. We soon expanded the pumpkin production to the point that every fall, folks would come out in droves with their kids to pick and choose their favorite pumpkin. It turned into a pumpkin festival here





on the farm, complete with straw bales, hayracks full of pumpkins, and of course, that old Oliver 88 tractor in the background to give it that farm look! Honestly, of all the farming enterprises we've had in our life here, pumpkins were the most profitable!"

“As I said before, I’ve always looked for smaller buildings or sheds that I could buy or get for free and hauled them home, fixed them up, painted them, and used them for something on the farm. This one time I ran across this old outhouse that nobody wanted. The owner wanted rid of it so I loaded it on my trailer and hauled it home. I really fixed it up on the inside with heat and air conditioning along with complete indoor bathroom fixtures. When we started selling pumpkins here on the farm, customers would ask if we had a bathroom available and we’d point to the outhouse. The ladies would make a face and refuse our offer until we told them it was indoor plumbing. One lady came back and said she’d like to spend the rest of the day in there!”

Dave retired from the postal department in 2005. He and Linda travel south during the winter months but coming back home is a treat every spring. They no longer raise pumpkins but mow the grass, raise flowers, and enjoy life. The Oliver 77 is gone, but Dave kept the old 88 diesel. The old loader has been removed in favor of a newer skid steer loader. He has overhauled and restored the 88, adding a new paint job.

“I kept the 88 because our neighborhood has adult hayride’s every fall and guess who has a tractor and a hay rack available? The neighborhood enjoys the hayrides so much that everyone who has bought new living room recliners and sofas for their homes lately donated their old ones to be bolted down on one of my hayracks to sit in comfort! One of the neighbors is a police officer so we have no problem with the law... if you know what I mean,” laughed Dave. ▣

AND Another OLIVER User

by *Luke Cain*



Arnold “Arnie” Braun



Arnie Braun of Cologne, Minnesota, is the name most locals know him by, and his reputation is synonymous with tractor mechanics. His knowledge and expertise covers mainly Oliver and White tractors and machinery.

Growing up on a small 30-cow dairy farm near Cologne, Arnie left Minnesota and moved out west to sunny California in 1968. The reason for such a change was his young son had allergies and the doctors suggested a climate such as California was more suitable for the boy’s needs. The Braun

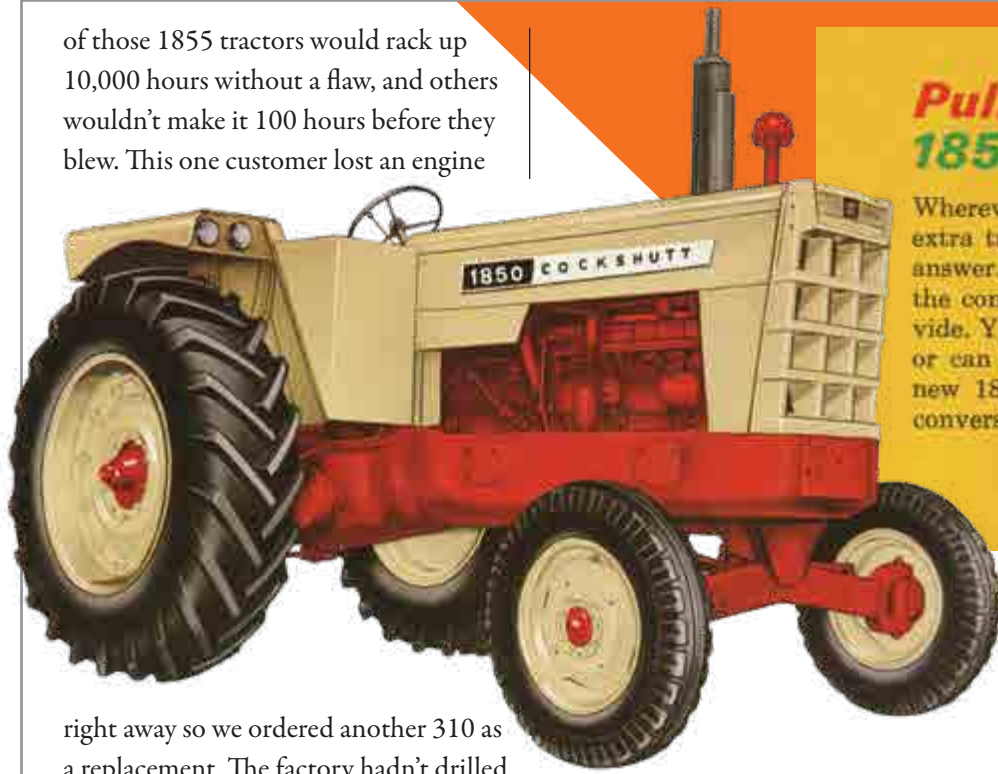
family rented a home and Arnie found a job at Dolt Implement, the local Oliver dealer in Rio Vista. The family-owned dealership serviced the entire Sacramento River Valley area. This renowned Northern California area is a reclaimed river basin and known to be one of the most fertile spots in the state. Its climate adapts well to pears, peaches, sweet corn, safflower, and many other garden vegetables, including asparagus.

“My time out there was quite an experience. It was in the middle of the Oliver 50 series tractors and Dolt sold a ton of them. The 1850 and 1950 GM tractors were already on the scene and in the fields when I got out there in

1968. That was the era Oliver introduced the 1950-T, 2050, and the 2150 tractors. The 2050 was powered by a non-turbo 478 Hercules engine, but Dolt only sold four of those, if I recall. Most everyone wanted the turbo 2150 since it put out 131 horsepower verses 118 on the 2050. The turbo made the difference, but us mechanics had to learn all new rules when working on them. It’s not like working on a 770!”

“The shop crew adapted to the changes in technology, and as we entered the 1970s along came the 1855 tractor with its problems. You know, some

of those 1855 tractors would rack up 10,000 hours without a flaw, and others wouldn't make it 100 hours before they blew. This one customer lost an engine



Pulls like a crawler! **1850 4-wheel drive**

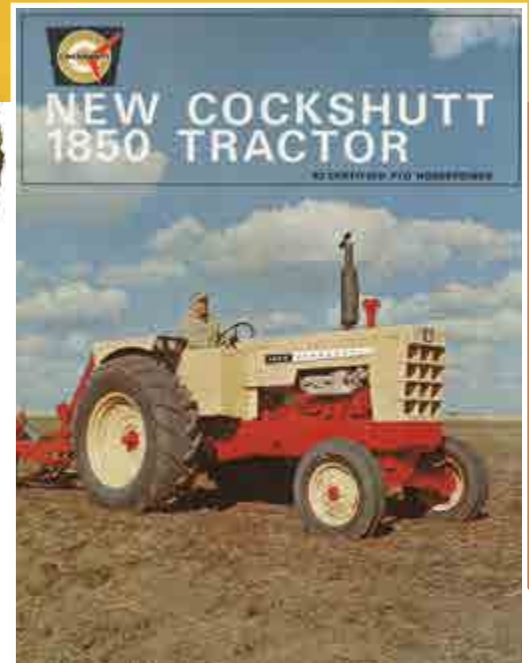
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right away so we ordered another 310 as a replacement. The factory hadn't drilled out the oil lubrication holes inside so we had to do everything all over again. Things were already getting sloppy at White."

"The 2655/A4T-1600 Plainsman four-wheel-driver articulated tractors rolled in next. They had some details to iron out but they were pretty good. In 1972, the doctors said my son's allergies were cured and we could return home to Minnesota. With my mechanical

experience gained at Dolt Implement, I applied for a job at Oliver in the Minneapolis branch. My first job was to clean out the old Como Avenue building in the heart of Minneapolis. We had to move everything out west to the new Hopkins site, which was the former Minneapolis-Moline plant that White owned following the merger in 1963."

"While in the process of moving out of the old Oliver building, we were told to bring down a Cockshutt 570 tractor



NEW COCKSHUTT 1850 TRACTOR

from the fourth floor. Now this wasn't an Oliver-built Cockshutt from Charles City. This was one of the last original Cockshutts from Canada. This was in 1973, mind you, and here we are moving a brand new 1961 tractor that was once built in Brantford, Ontario, Canada



Articulated

Oliver 4-Wheel Drive 2655

some twelve years prior. As many know, White discontinued building the original 500 series Cockshutt tractors at the time of that merger in 1962. The Brantford plant was remodeled into a combine factory and tractor production was added at the Oliver assembly plant in Iowa. The Cockshutt version Oliver tractors were painted tan and red to carry on the Canadian manufacturer's colors. It seems that White shipped down the older version Cockshutt tractors leftover in stock from Canada and stored them in Minneapolis at the time of the changeover in 1962. There happened to be a former Cockshutt dealer in St. Cloud, Minnesota, and evidently that last brand new model 570 tractor was shipped there."

"I soon started my new job as a service rep for White Farm Equipment and my territory was Southwest and Central Minnesota and Wisconsin. The 2255 tractor was introduced in 1973 and started out with the 3150 Cat engine and that got upgraded to a 3208 power plant. It was a pretty good tractor but change was on the way. We saw the combine line change from green to red and the tractors switch over from green to silver and charcoal during the mid-1970s."

"I traveled a lot in those days, fixing things and making customers happy. I also remember setting up an 8600 combine at a big show in Fargo. The conventional White combines were very reliable. The 8700 and 8900 were probably the best. They had good hydro transmissions and Perkins engines. My son, who farms near here, had an 8900 and it ran and ran without any grief. The early 2-135 tractors had weak valve springs at first, but the company remedied that problem, and they went on to become a successful tractor. The White 2-135 tractor had the same 478-cubic-inch Hercules turbo engine as



the earlier Oliver 2150, but with many more added improvements through the years. Other than the Cummins engine switch over in the White 140 and 145 Workhorse, the rest of those tractors have 2-135 bloodlines in their DNA history.”

“As good as White’s traditional combines were, they introduced the 9700 Rotary Combine, so the whole concept was different and a bit intimidating. I got a call and the customer had just taken order on this new 9700. While he’s driving along harvesting, suddenly the unloading auger starts dumping grain on the ground without the operator turning it on! Of course, I checked out everything like usual, but nothing made any sense. It was a real head scratcher. Come to find out, when the factory mounted the cab onto the combine, they pinched the wiring harness to the frame and as you were driving along the motion of the machine would engage the unloading auger! It’s one of those once-in-a-lifetime deals, you know? The engineers made a few mistakes in the designing of that combine. The conventional combines always had a rock trap, but when adding

a rotary unit, they realized there wasn’t enough room, so they scrimped in that department. They soon found out that was a bad idea as the rocks tore up that expensive rotor. The 9720 was redesigned and the problem vanished.”

“By 1980, things were shaky at White Farm, and we all knew what was coming... bankruptcy. In October 1980, I was laid off and although I hired a lawyer, I got 10 cents on the dollar of my retirement. I worked at Lano Equipment, a White dealer, for a short time and then the next 22 years at Waconia Farm Supply where they sold and serviced Hesston and Massey-Ferguson. I built a shop at my place and did mechanical work on Oliver and White tractors for neighbors, and of course my son, who cash crops corn and soybeans on his place not far from here.

“Oliver had a good solid company and produced good equipment. White came in there and bought Oliver out, along with Cockshutt and Minneapolis-Moline. Maybe the idea of all those mergers was a good on paper, but it weakened the whole scheme of things. White really took advantage of Cockshutt and their combine deal.

White went in there and took what they wanted... and discarded all the rest.”

“Ten years later, White tried to combine Moline with Oliver. That was a total fiasco. None of the management got along on either side, and everyone wanted to be the boss. The combination of everything, changing names, colors, dealer network, and customer trust caused the company’s bottom line to suffer. It was a time when they should have been able to use the reputation and financial backing dating back a hundred years such as Oliver and Hart-Parr. The White Farm name was sort of the new wimpy kid on the block when the tough times hit in the late-seventies and eighties.”

“I have a lot of memories working on those tractors and combines. There are still many of those Oliver tractors hard at work every day on farms across the nation and tons of them restored for display, tractor rides, and plow days. I’ve got a little 550 utility here as a pet,” smiled Arnie.

“Of course, all of us complain and criticize about why some things are engineered a certain way, but these companies have certain cost limits and guidelines to go by. One of the Oliver/White engineers told me something once that I never forgot after one of the machines had a weak spot, ‘We can design and build them to last forever... but a customer can’t afford it.’” □





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Lanesville

HERITAGE FESTIVAL

by *Dave Dunaway*

For forty-six years, the small town of Lanesville, Indiana, swells with people and tractors to celebrate this region's agricultural heritage.

The Lanesville Heritage Festival held annually at the beginning of the fall harvest season features ag equipment used over a century ago to present. Besides showcasing a variety of

tractors, the festival offers sawmilling, threshing demonstrations, antique and modern tractor pulls, hit and miss engines of every make and size, along with food, entertainment, carnival rides for kids, and arts and crafts. Like most farm shows, there is always a feature tractor/equipment and this year it was Oliver and Minneapolis-Moline.



**THE HIGHLIGHT OF
ANY TRACTOR SHOW
IS THE RARE AND
UNUSUAL.**

Dennis and Amy Watson oversee the tractor portion of the festival. It's a huge undertaking that requires planning year-round for them. For Dennis, the highlight of any tractor show is the rare and unusual. When asked what stood out for him this year, he quickly named off three tractors and a vintage Oliver thresher. "The 1949 Oliver-Cletrac, a 1914 fully-functioning two-plow Moline Universal, and a 2255 FWA Oliver Muscle Tractor with cab!" This came from a man who has helped organize this show for many years and has seen hundreds of makes and models of tractors.



Lanesville



A working thresher to this day, an Oliver Red River Special was a featured piece of harvesting equipment this year. This nicely kept machine is powered from a 1951 Oliver 88 Standard by belt and easily separated the wheat from the stalk. Volunteers in their work clothes sacked the wheat while others baled the straw with a rare New Holland self-propelled hay baler.

The little Cletrac was still in its “work clothes” and for some admirers of rusty iron, that’s a plus. Overall, the machine was in very good shape with no major dents or dings. The undercarriage was in fair shape with expected wear. It came complete with most options available at the time of manufacture. That included PTO, lights, front and rear work light,

and battery box. As one admirer put it while examining the battery box, it was the first to get lost. The little Cletrac was a definite hit.

Another definite hit was the Moline Universal, a nicely restored 10-horsepower tractor with a matching 2-bottom 14” plow. Noteworthy was the mounted seat on the rear of the plow

HERITAGE FESTIVAL



THE LITTLE CLETRAC WAS STILL IN ITS "WORK CLOTHES"




with extending hand controls to the motor unit. Imagine what the ride was like at the end of a full day of plowing on that unit!

Last but certainly not least was the Muscle Tractor, the 2255 FWA Oliver. Powered by a 3150 Caterpillar V-8 engine, this 1973 tractor had all four tires firmly planted on the ground with

front-wheel-assist. Noted were the hood modifications to accommodate all that horsepower. Complete with a cab built for comfort ahead of its time, the operator is sure to not have the aches and pains afforded by the previous mentioned tractors.

If you're ever wandering around Southern Indiana around the

second weekend in September, afford yourself the luxury of visiting Lanesville Heritage Festival. Go to the information booth and you'll likely find Amy and Dennis. Though they are J.I. Case folks, they can talk tractors of any make and model. And while there, you're bound to find the rare and the unusual! 



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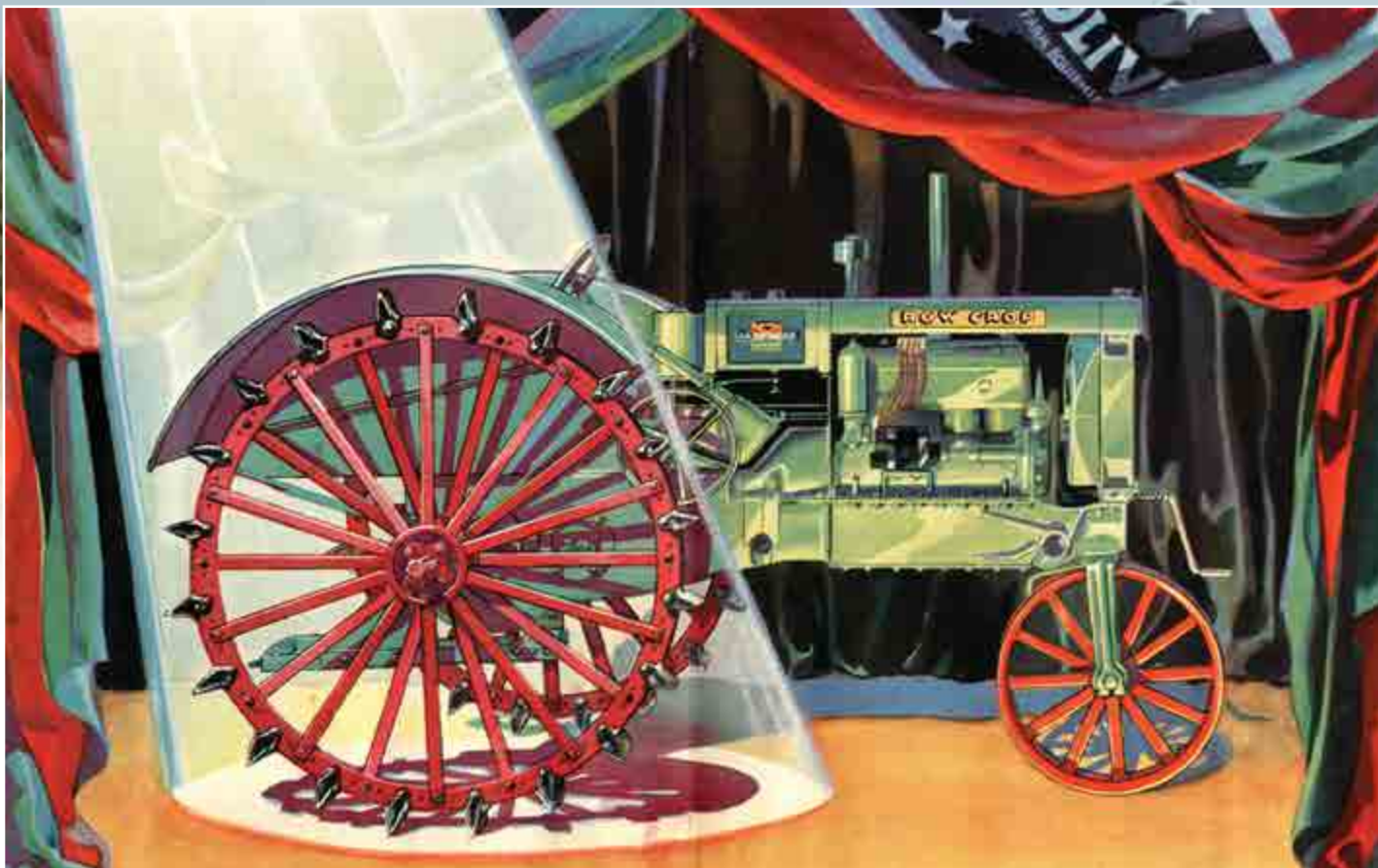
Hart-Parr and Oliver

merged in 1929 and it didn't take long for them to come out with a new tractor model. Under normal circumstances, it would take years for a new model to be designed and produced. However, when the companies merged together, the new company benefitted from the years of research Oliver Chilled Plow Works already had under their belt with the testing of the Chilled Plow tractor. In less than one year after the formation of the new company, an all-new tractor emerged, revolutionizing farming in that era.

In 1926, Hart-Parr was busy building their successful lineup, consisting of the 18-36, the 12-24, and the 22-40. These were all cross-motor type tractors of the standard tread configuration. Meanwhile, Oliver Chilled Plow Works was out to design their own tractor following Ford's announcement they were turning their attention to building automobiles.

The Altgelt brothers, who had been under Oliver's employ for decades, were responsible for many plow designs along with other innovations. 38 Oliver implements had been developed for the Fordson tractor alone. These implements were quite lucrative for Oliver since there were almost 750,000 Fordson tractors built. When Ford pulled out of the tractor business, J.D. Oliver asked the Altgelts to begin designing a tractor of their own that would fill the Row Crop tractor market. By 1927, the first prototype was in the field for testing. By 1928, patents were in place and a design was settled on.





The new tractor would have a single front wheel, Tiptoe steel rear wheels and a new pipe-mount implement system. The tractor commonly referred to as the Chilled Plow tractor would be powered by a Hercules engine. While the tractor was designed to be a Row Crop model, a standard tread version was also built. Over a dozen of these units were sent around for testing in Texas and Iowa and proved to be successful.

J.D. Oliver knew that tooling up for production of a tractor would be a huge undertaking, plus a long-term commitment. He was also getting up there in years and had no one to hand over the reins to. According to his grandson, Ollie Cunningham, “Granddaddy had the ability to see around corners. He knew a depression was about to hit so when he was approached about the merger of Oliver and Hart-Parr and Nichols & Shepard, he saw it as a solution to his dilemma. He didn’t want stock in the company



though. He wanted cash and a position on the board.” Had he taken stock, when the markets crashed, he could have lost it all.

Following the merger, Hart-Parr’s Charles City plant was to remain the “tractor works.” They inherited the designs/testing of the Chilled Plow tractor and went right to work. There were changes made in the drive train and the power plant. The tractor works went



with Waukesha as their engine provider. The Altgelt brothers stayed with the company to work in the engineering department and continued with many innovations such as the power lift system, the QD attachment system and even Raydex.

Because of the work that had already been done, the Hart-Parr Oliver Row Crop was expedited into production in less than a year from the merger. Production began in early-March 1930 and by the end of April, they were building up to 28 Row Crops were day. The following month, they were up to 44 Row Crops per day. While they were building the 18-36, 12-24, and 28-50 at the same time, the production of those three models combined didn't match the production of the Row Crop models.

The initial order for production of the Row Crop was 3,100 units in one year. After those were built by March of 1931, another order of 200 units was placed. This completed the serial numbers through 103300.

In October 1931, the serial numbers started with 103301 and this would also be the start of the dual front wheel models. These tractors would also take

on a new identification of "Standard Row Crop". The first 12 tractors would be taken by the experimental department (103301-103312). There were then five tractors built for production, followed by #103318, which went to experimental department. That rounded out the 1931 production. The 1932 production fired back up in March.

Originally, the Row Crop came out with a bull pinion brake. With the large concave front wheel, the tractor wasn't easy to turn in loose soil. Individual brakes were incorporated at serial number 102136. When the dual front wheel model came out at 103313, differential brakes were incorporated into the design, which greatly improved steering.

A large cast iron air cleaner housing was used from serial number 100354-105133. From 105134 and up, an oil-bath Donaldson air cleaner was used, which eliminated the cast housing.

The hood on the original Row Crop models had two additional holes in them for primer cups. This was to shoot a little gasoline into the cylinders for an extra starting boost. It doesn't appear those were needed, however, so the holes were

"When a mule or horse gets in muddy ground, they dig the toe of their hooves into the soil and pull on through it. This is a tractor with hooves."

removed from the hood and primer cups were eliminated at serial number 104370.

The first Oliver Chilled Plow tractor used double-banded wheels, which proved to be problematic. Mud would ball up between the bands making the tractor practically immobile. Herman Altgelt went to work to solve that problem and created a single banded 59 ½" wheel with lugs bolted onto it. The wheels could slide in or out on the axle to pick just the right width for the desired chore. This became the famous Tiptoe steel wheels that worked quite well for many years on the Row Crop tractors and even later models. Leo Ahart, an ag engineer who had the privilege of testing the Oliver Chilled Plow Works tractor, compared the wheels to hooves. "When a mule or horse gets in muddy ground, they dig the toe of their hooves into the soil and pull on through it. This is a tractor with hooves."

When the Row Crop first came out, it did not have a numeric designation. It wasn't tested yet so they really didn't know what to call it, other than Row Crop.

From April 14-24, 1930, the Row Crop was put through the paces at the



OLIVER HERITAGE

OCTOBER/NOVEMBER 2021

SUPER STAR





ROW CROP

Photos by

Oliver HP Row Crop
owner: Karl Jansen Sigel, IL



Nebraska Tractor Test grounds at the University of Nebraska. Registered as test no. 176, the Row Crop had a maximum horsepower of 29.72 on the belt and 18.10 on the drawbar. Upon the completion of testing, the Row Crop was also referred to as an 18-27, (18 horsepower on the drawbar and rated at 27 on the belt). The Waukesha-built engine was very economical and even established a new world's record for drawbar fuel economy for machines of all types since the beginning of the test program. The tractor used for the test was serial number 100003.

The early four-wheel high-clearance Row Crop tractor incorporated a front bolster that was the swivel for the arched wide front end. After tractor serial number 103300, a new front axle carrier was used. This new front end lengthened the tractor and also incorporated an adjustable wide front, something that was not offered on the earlier one-piece axle.

There were several different drawbars used on the Row Crop tractor. The first was used until serial number 102263. After the individual brakes went on production models, the axles were modified, which made it necessary to design a newer drawbar. When this happened with the second drawbar, engineers also added a handy toolbox with a hinged lid to the drawbar. When

the new dual-wheel Row Crop came out at 103313, it used a completely different drawbar that was much shorter, meaning it was designed in multiple pieces and the back half no longer extended all the way to the front of the drawbar assembly.

The 280-CID engine operated at 1,150 rpm. It had a one-gallon gasoline tank for starting and once the engine was warmed up, it was switched over to the 13-gallon kerosene tank. Fuel was supplied through an Ensign carburetor with a 1 ¼" throat. For cold weather aid, the Row Crop had a radiator curtain that could be pulled up to different levels for regulation of cooling.

The transmission of the Row Crop had three forward gears and one reverse. You weren't going to win any races with this one, as top speed was 4.15 mph, but that fast with Tiptoe steel wheels was probably adequate. A 12" single plate clutch was operated from a pedal on the RIGHT side. Some say this can be a little confusing in precarious situations since habit tells you to push the left pedal, which is actually the brake.

The Row Crop tractor made a great statement for the newly formed Oliver Farm Equipment Company. It was so modern that it could be equipped with lights and PTO. The new pipe-mounting system allowed the operator to use the Row Crop for most any fieldwork.

When the Row Crop came out, the March 1930 price list shows the base price at \$985. This included Tiptoe steel wheels with 6" wide x 3" tall spade lugs. The tractor weighed in at 3,500 pounds. The 2 ½" wide lugs could be ordered for \$41.50 per set. The PTO only added \$8.50 but the lighting system was an additional \$67.

Another interesting fact on the Row Crop was the prominence of the manufacturer's name. In the beginning, Hart-Parr was well known as a tractor manufacturer. When the Row Crop came out, both names were on the radiator housing but the Hart-Parr name was larger. About the time the high-clearance adjustable axle model was introduced in 1934, the names changed roles. The Oliver name was then larger and the Hart-Parr name smaller.

When the Row Crop was introduced, the marketing department of the newly formed company didn't waste any time pushing their new model. Put right into the spotlight, the company said "Nothing like it has ever been seen before! New ideas, undreamed of even a few years ago,



were tried, tested, under every condition, and incorporated in the new and different Oliver Hart-Parr Row Crop.” The promotion of this model was rushed so much that if you look closely at some of the literature, you’ll notice some of the pictures are of the Oliver Chilled Plow tractor.

The tractor in this story is owned by Karl Jansen, who is well-known for his restorations of old iron. Karl purchased this tractor in the Dwight, Illinois, area stating that it was very complete and in great shape. Although it probably didn’t need it, he replaced the rings in the engine, but everything else was good mechanically. He said the drawbar was completely worn out but there is a possibility it wasn’t the original drawbar because it didn’t seem to match the condition of the rest of the tractor. Even the buggy style seat spring system was complete!

Production on the revolutionary model referred to as the Row Crop ended in 1937. With the ushering in of the numeric designation, the Row Crop was replaced by the 80. The Hart-Parr name

would be removed from the 80, leaving only OLIVER on the radiator. With the passing of Charles Hart that same year, it was the beginning of the end of the Hart-Parr name on farm equipment. □

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SERIAL NUMBERS:

Oliver Hart-Parr Row Crop
(single front wheel)

1930: 100001-102648

1931: 102649-103300

Oliver Hart-Parr Standard Row Crop
(dual front wheels)

1931: 103301-103318

1932: 103319-103617

1933: 103618-104038

1934: 104039-104850

1935: 104851-107311

1936: 107312-108573

1037: 108574-109151



SUPER 77 REPOWER

by *Sherry Schaefer*

While repowers have become quite popular in the tractor world, you don't see many in an Oliver unless it's the later series. Rarely ever do you see a Fleetline or Super that has been repowered because that Oliver/Waukesha engine was about as reliable as they come. This summer, I stumbled upon one as unique as I've found.

In August, just a week before the big Rantoul show I attended the National Oliver Show in Oakley, Michigan. As I was roaming around the grounds on the first day, I strolled by a sad-looking Super 77 that was missing the original grill and in desperate need of a "facelift." As I drove by it, something else caught my eye. Sitting in the tub was a Detroit diesel engine! NOW it had my attention. I jumped off the golf cart for further inspection to see it also had a FOR SALE sign on it.

Soon, a crowd was gathering and someone offered to go get the keys for it. With a couple revolutions, the Screaming Jimmy roared to life! It was love at first bark. Right there I could feel someone tapping on my shoulder

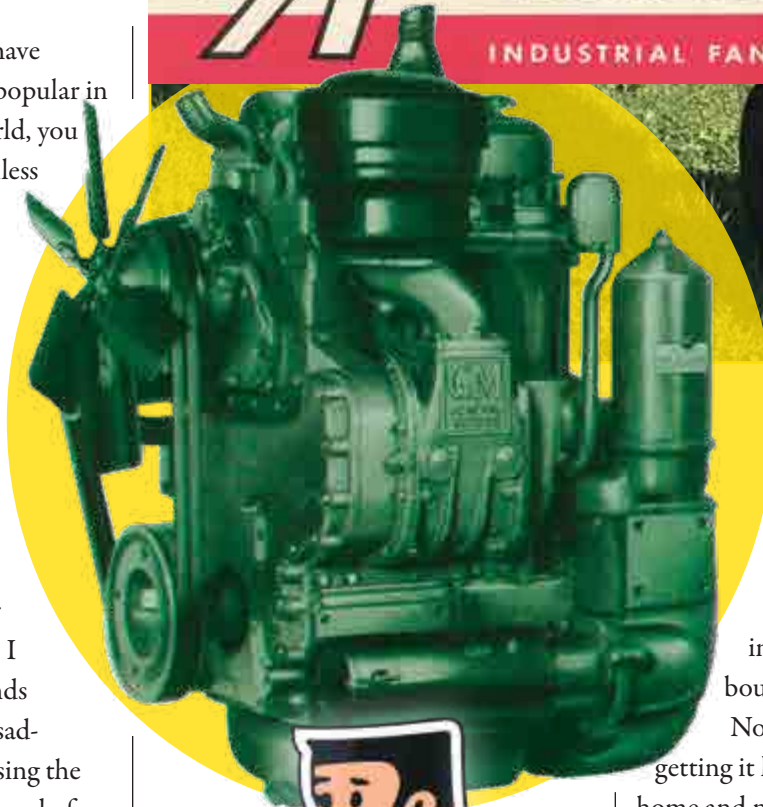
Sitting in the tub was a Detroit diesel engine!



77

GENERAL MOTORS DIESEL

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saying, "You need this tractor!" But as I turned around, no one was there. "OK, Dad, I'll buy the tractor." After all, had he been there, there's no doubt in my mind he would have bought it.

Now came the problem of getting it home. I'm seven hours from home and not excited about making another trip quite that far after all the driving I've done in the last few months. When I asked the owner if there was any chance he was going to Rantoul, he said, "I'm looking for an excuse to go." Of course my response was, "Let me give you one!"

For the rest of the weekend, I walked around like I had just won the lottery. Although the previous owner had done some tractor pulling and plowing with it, little had been done to make



NOW it had my attention.



it pretty again. That's where I'll takeover. Mechanically, it seems to be in good shape; it just needs a little makeup.

The fun part about this project will be the research on the engine. While most GMs have the blower on the side, this one is mounted on the rear and even my Jimmy experts can't figure it out. In addition, there is a "P2" number stamped on the block that some speculate could

designate prototype. The serial number indicates it is a 1957 71 series engine. As soon as things slow down, I'll be digging into it more. Unfortunately, there is no serial tag on the tractor so I can't do much tracing through that. While I'm pretty sure this is a repower done by an individual, they did a great job of it.

When it was on display at Rantoul, a GM aficionado walked by and said it was a 51 series engine. (See sidebar story for more information.) He was quite confident it was, however, we now know he was wrong. It is a 2-71 engine. What is most unique about this setup is the rear-mounted blower. I have never seen anything like it and neither have any of my GM contacts so far.

When the Detroit was placed in the tub, the tub had to be modified slightly, which removed some of the structural integrity of the frame. The tractor had a loader mounted on it at one time. It

appears it had quite a bit of weight on it because the frame is broken where the pipes went through it in the front. Frame rails have been mounted on both sides and below for strength. It also appears something may have been dropped on the front due to the replacement grills/radiator shroud.

Dad built a Super 66 with a 2-53 Detroit in it, which my

sister has. And now there is a Super 77 with a 2-71 in it. It's a unique piece to take to a few shows and I'm sure this one gets Dad's approval.

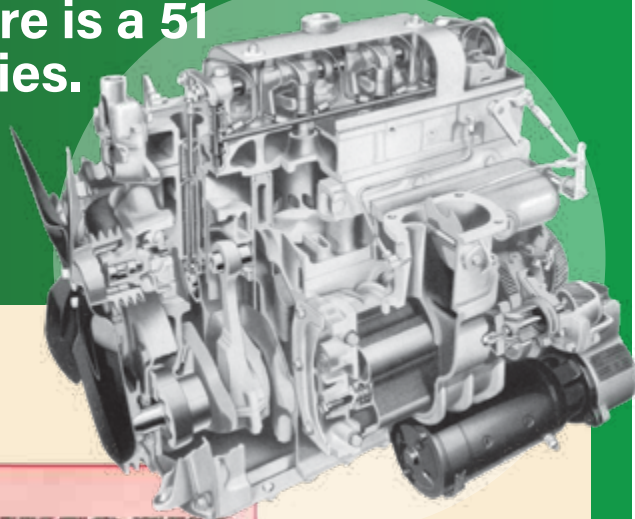
If anyone has information on this mysterious setup, please let me know. Not that I needed another one, but this is my winter project. In the words of my father, "I didn't need it, but I wanted it." Stay tuned!

51

GENERAL MOTORS DIESEL
INDUSTRIAL FAN-TO-FLYWHEEL

SERIES "51"—4 CYLINDER UNIT

**Yes, Virginia,
there is a 51
series.**



**POWERFUL
AND
COMPACT**

The 51 series was introduced in 1950. It was a valve-less engine built in a 2-cylinder and 4-cylinder configuration. The engine used ports on either side of the liner to allow exhaust gasses to escape. The 53 series was introduced in

1957 as a replacement for the 51. The last 51 series was built in 1959.

The 2-51s are very rare as they appear to have been built in smaller numbers. Occasionally a 4-51 can be found, but they were mainly used in marine and industrial applications. □



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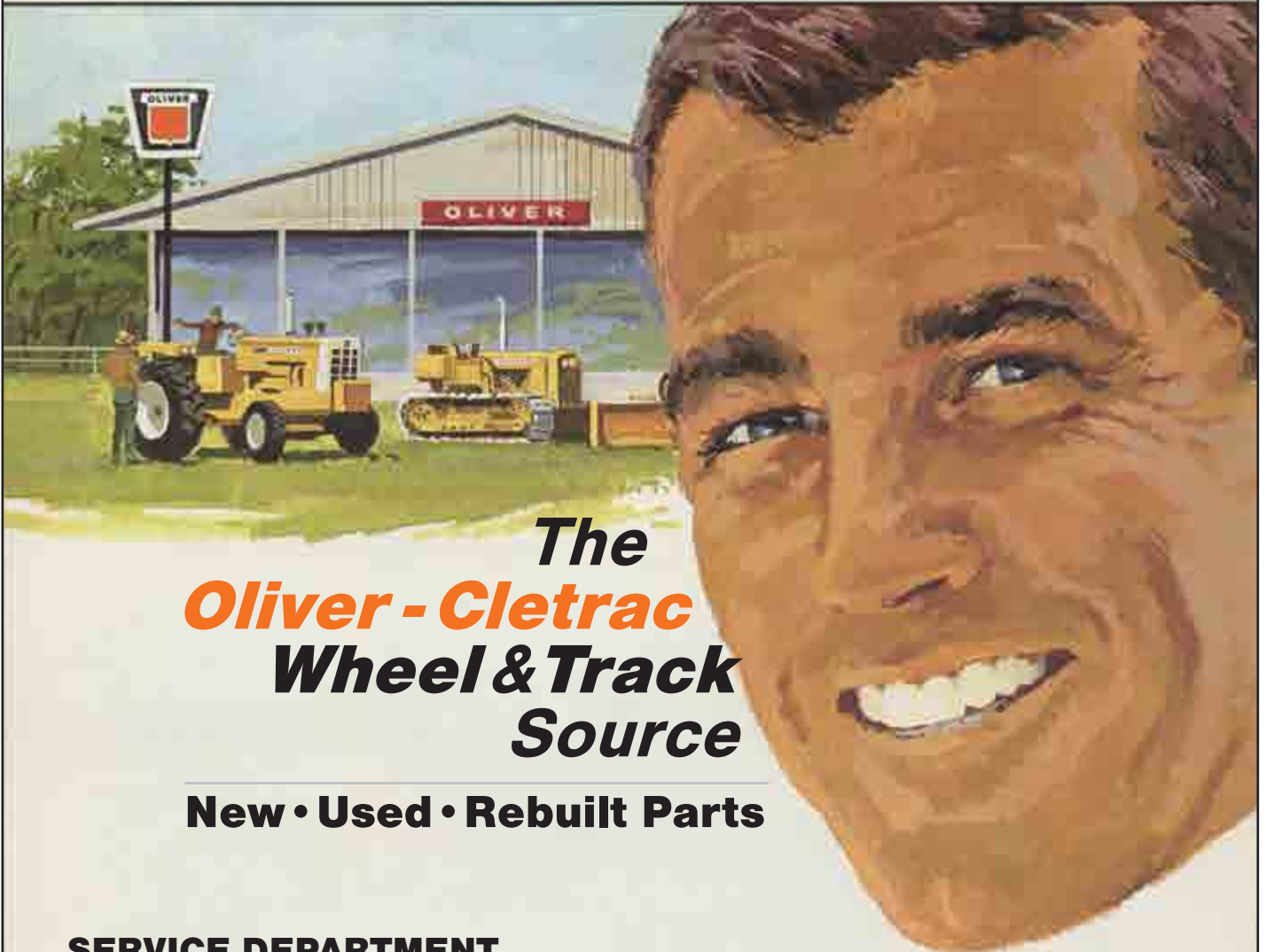
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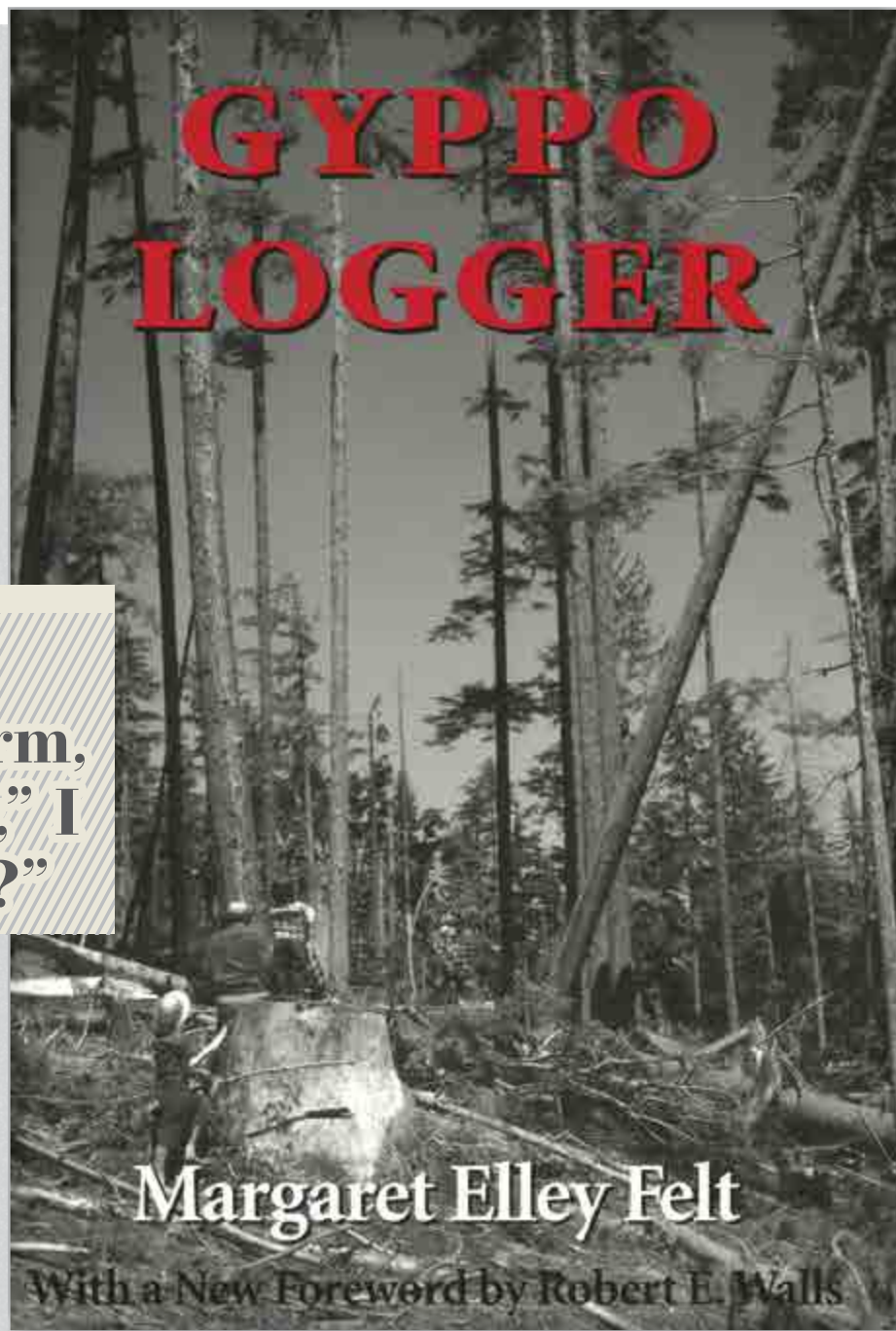
Gyppo Logger

part I

When I first heard of the term, “Gyppo Logger,” I said... “A what!?”

This story is about the Felt family of Northwestern Washington, in the vicinity of Eatonville and about 70 miles south of Tacoma at the foot of the Cascade Mountains. It is based on the book, “Gyppo Logger.” The Felt family consisted of Horace (Sonny), his wife, Margaret, and their two girls, Vicki Ann and Kim. Vicki was a twin. Her sister, Barbara Susan, only lived a day and a half.

The Felt family was in the logging business. They operated a Cletrac DD and one or more FD from September 1945 until about 1953. During this time, they owned a number of Cletracs.



Description of a Gyppo

A gyppo isn't made; he's born. A description of a gyppo is as follows: a stubborn, hardworking guy who's got the logging virus in his veins. He accumulates a few pieces of well-worn equipment purchased on credit. Introduce him to a stand of timber and the rest is

history. He may have begged, borrowed, or stolen to get started. While many were hardworking and honest, there were some who would cheat you out of your power saw. At best, most were underfinanced and faced with numerous challenges, which included machinery breakdowns, lack of good help, shortage of flatcars, and an abundance of creditors with their hands out.

They argued long and loud about how wasteful it was to cut or not to cut a stand of trees.



The Felt family, (L to R): Vicki (age eleven), Margaret, Kimberley (age four), and Horace.

Introduction to the Felt Family

Margaret Felt said, “My gyppo came by his love for logging honestly.” Horace (Sonny) was born in a small logging settlement on Vancouver Island, British Columbia, Canada. He had polio as a child. The first eight or nine years of his life were largely spent in hospitals, casts, braces, and on crutches. Even after a number of treatments, his one leg was an inch shorter than the other, thus he walked with a little limp. But his shining, positive spirit didn’t let a thing like this slow him down.

He was the son of a logger and a brother of a logger, plus some of the extended family was involved in the industry. During their teens they learned logging from their father. Their father bought his first crawler tractor in 1934.

I was not able to learn if this was a Cletrac. During their late-teens, Sonny and his brother, Wayne, both became good tractor mechanics.

Sonny and Margaret met in 1934, but he thought she was a bit young at 16 years of age. They finally married in 1940. Margaret had been born in the sandhill country of Idaho. She had later moved to Southern King County, about 30 miles south of Seattle. The green forests in Washington always held a special allure to her. Margaret would look up into the branches of these large trees and was enamored with what she saw; while Sonny would look up to a stand of mature trees and see money hanging from the branches. They argued long and loud about how wasteful it was to cut or not to cut a stand of trees. This was always a point of contention in their marriage.

Sonny and Margaret Go Into Business for Themselves

After working for his dad for some years, Sonny and Margaret decided to go into business for themselves in September 1945. Having worked for a “gyppo,” it was inevitable this would be what he wanted to do, as well. The first vital thing needed was some financing to buy equipment.

The biggest problem was Margaret and Sonny owned only minimal assets consisting of their house and a 1941 automobile. They thought it would be possible to begin with war surplus machinery to cut costs. They soon found bankers weren’t interested in financing equipment they saw as junk. After being turned down by two bankers, they remembered an old friend, A.B. Joslyn, who had plans to become a stockholder in a new bank being organized. Mr. Joslyn’s wife had been in an auto accident in 1936. Sonny took the time to visit her in the hospital in Cle Elum, Washington, during her recovery. This thoughtfulness touched Mr. Joslyn and thus they became good friends. Sonny had expected this connection would put him in a good light for a loan at this new bank.

While listening to Sonny’s ideas on how he planned to launch his own business and what equipment would be needed, Mr. Joslyn surprised them by saying, “I think I could help you with your new venture.” This personal loan turned out to be a very lucky break since no bank would have extended a loan to them. It took a lot of trust to invest his money in a couple of crazy kids. He would come to their rescue time after time when things didn’t reach around or when the going got tough. If it hadn’t been for A.B. Joslyn, they never would have gotten off the ground at all.

Early Days

For the next year and a half, Sonny contracted to clear land, build private roads, and do preliminary site work for hundreds of individuals. During this time period, Margaret really found what it meant to be a gyppo logger's wife. She became the service truck driver, taking oil, grease, and diesel fuel from job to job. Some evenings she also manned the volume bucket pump to lubricate the top and bottom rollers on each Cletrac. There were 20 oil fittings on the track rollers and front idlers, plus other lube points. Sonny was very particular that each was serviced regularly.

Manning the oil pump was especially hard in cold weather. Margaret needed to stand on the foot pedal to keep the bucket from falling over while pumping the handle up and down. This exercise was good for the waistline, but she would rather have been home doing housework.

Margaret's Diverse Duties

In addition to this, Margaret was the bill collector, bookkeeper, wife, and mother. Their daughter, Vicki Anne, went with her almost everywhere. She also loved to ride on the crawler seat when Sonny built roads. There was no limit to what she hauled in the family car. Because it had better springs, the car was chosen to haul of all things... dynamite! An order of dynamite usually consisted of many boxes of 30% stumping powder, big rolls of black fuses, and some percussion caps. Remember her daughter, Vicki Anne, went along everywhere, too!

On the way home from these trips, Margaret imagined every car or bus seemed as though they were headed directly for her because she had a load of dynamite. She shared her uneasiness



with Sonny, however, he just scoffed at them. He handled dynamite as casually as dirt. Sometimes he even crimped the fuse onto the cap using his teeth. He claimed this was the best way to know if he was using the right amount of pressure!

The 30% stumping powder was especially formulated to blast stumps. Dynamite used for rock removal was more potent at 60%. When Sonny

was blasting stumps, he usually ran to the one of the crawlers and crouched under the winch for protection. One time he remembered he had left the bone-handled pocketknife his great-grandfather had given him laying on the stump. He had already run under the winch of his crawler when he remembered it was still there. He dashed back to the stump, quickly grabbed it, and ran back before it blew.



Logging camps were built out of the materials at hand. Notice the wooden sidewalk.

A Close Call When Digging a New Well

Camps were built close to their work and were usually out in the forest quite a ways. It was necessary to be basically self-sufficient since they were many miles from any civilization. At one of these camps, their water source was a nearby lake. A well that was used for drinking, cooking, and washing dishes was located on the property of a close neighbor. Sonny thought it would be handier to have his own well, so he commenced to digging one on his land. The deeper he dug, the harder pan he hit. Prospects for water grew slim. To loosen this rock-hard soil, he drove iron bars into the ground and placed a stick of dynamite in each hole. He then attached a fuse and cap and quickly scrambled up the ladder. It was necessary for the fumes to dissipate before going back down, since these gave a person a super headache. The loose ground was then shoveled in buckets and pulled upward.

Sonny got braver, or possibly more careless, as the hole got deeper. One day, he placed four sticks of dynamite in the

big hole that was quite deep by now. The fuse he used was fairly short, but he felt it would do. After lighting the fuse, he made a leap for the ladder. The first rung gave away and his feet dangled above the sputtering fuse. He lunged again just to have the second rung break, also. By this time, he was becoming very worried. He considered stomping out the sputtering fuse, but felt there wasn't enough time to get away. The rickety ladder was old and shaky and Sonny was shaking, as well. On his third try, the rung held and he made it successfully to the top of the 25-foot hole just as the blast went off. The ladder blew out of the well about the same second he hit solid ground. His guardian angel was certainly looking out for him. After gathering his wits, he decided this close call wasn't worth it; so he started one of the crawlers and pushed his hole shut, thus putting an end to all his hard work.

Cookies and Crawlers

Margaret was pressed into just about any type of work when it was needed. Sonny did most of his own

repair work and troubleshooting. At times, it was necessary to have a second operator to move the machine while he observed what was wrong. One Saturday, Margaret just had a batch of cookies in the oven when Sonny called from under the crawler. "Hey Ma, I need your help." She dusted the flour off her hands and walked out wondering what she was getting herself into now.

A pair of boots was sticking out from under the Cletrac D. Sonny said, "I want you to drive this dozer back and forth while I watch how this thingamajig goes around." His voice was muffled due to being so far under the crawler. She asked, "With you under there? I don't want to run over you." He replied, "Just want you to drive it back and forth in the same place."

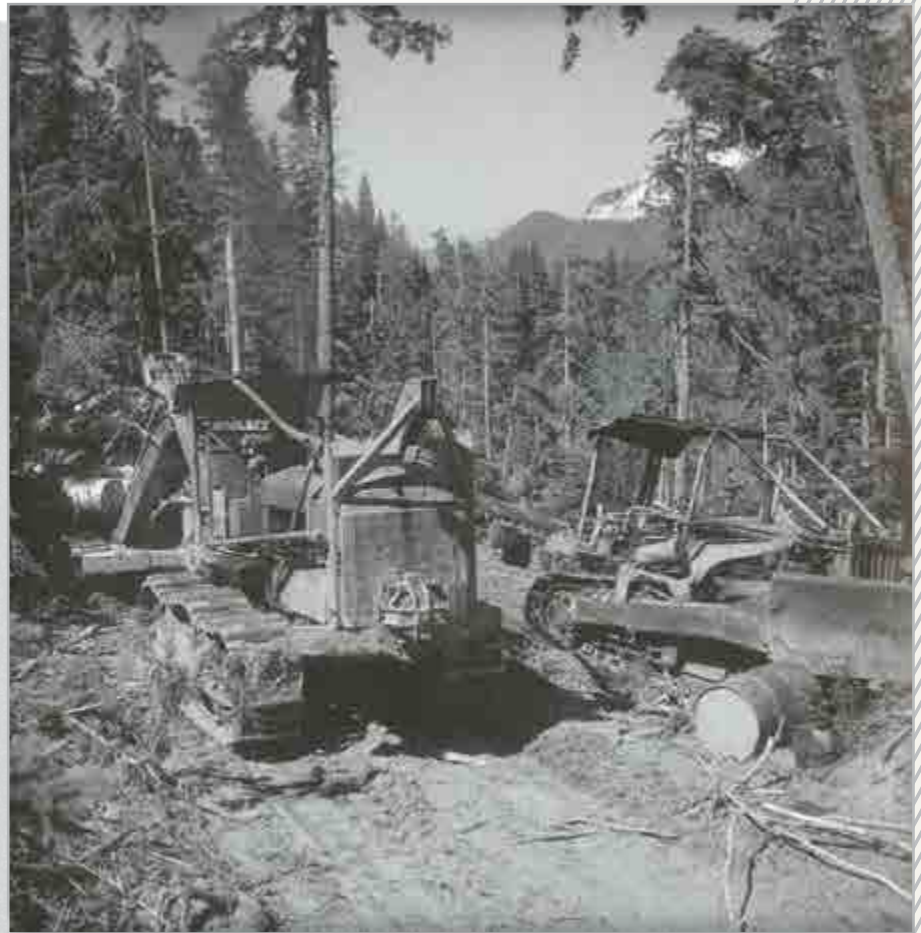
Reluctantly, Margaret got on the crawler being careful not to get her dress greasy, which was almost impossible. Sonny checked that it was out of gear and pressed the starter button. Margaret refreshed her memory where first and reverse gears were. She ran it back and forth with her husband lying underneath it. By the time he yelled at her to stop, she was a nervous wreck. He crawled

out from under it. Margaret began to dismount, when he said, "Just a minute, I want to tighten the sprocket nuts yet. Drive ahead a few feet." She remembered her cookies in the oven that were surely burning by now and told him so. This will just take two seconds, he assured her.

Finally, after repeated tightening, the task was completed. By this time, it was evident the cookies were burning. Surely, she was done now, but no, Sonny wanted to put the blade on yet. He told her to guide the tractor between the arms. She told him this was an impossibility since she never had done it, and besides, the cookies were burning. Sonny told her to do it, so she ever so gently eased the crawler forward between those connecting arms hitting it perfectly the first time! By this time, smoke was rolling out the door in a heavy cloud. Margaret jerked the gearshift into neutral and made a run for the house. She immediately made another batch and he ate most of them in one setting, so she wasn't much farther ahead.

A Logging Deal – Enter Big Company

In April 1947, Sonny came home with news of a salvage logging job. At one of the mills in Tacoma, he had run across an old friend of his father's. This friend had a good position with a company that would become The Big Company he worked under for the next seven years. This friend needed someone to try this logging operation for him and Sonny fell for it. The operation was at 3,000-foot elevation and they claimed the previous winter they only lost three weeks of work due to snow. This was the last winter it could be classed as an open winter until they left there. To Sonny and A.B. this looked like a good deal. They were to be paid by the cord for logging all the hemlock and white fir marked for them by the forester who





worked for Mr. Cutting Rights. As a gyppo logger, Sonny worked as a subcontractor of “The Big Company.” All logs produced were sold to them, so they were at the company’s mercy as to how much or little they were paid for them. The Big Company provided rail cars where the logs were loaded onto with a crane and wired in place. At times, it was a challenge to get enough rail cars to load, thus cutting down on the amount that could be sold.

To keep up with this new venture, more equipment was needed. A “donkey,” a shovel loader, and an additional Cletrac FD was purchased, complete with a Carco cable operated trailbuilder and a Carco logging winch. This filled out the line with the first Cletrac FD and the Cletrac DD complete with a Garwood hydraulic trailbuilder and a Carco winch.

Part two of this story explores the logging industry further and the trials and tribulations faced by the gyppo and his family. Look for the continuation in the next issue of *Oliver Heritage Magazine*. □



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

1650D Injectors

Q: I have a 1650D with a 283D. I was looking in the Waukesha (Arrow) manual and it says the 283D is supposed to have pencil style injectors but the smaller engines had pintle type injectors. I'm wondering how accurate that information is because my 283D has the pintle type? Is this something Waukesha did for Olivers or has someone swapped parts around on me?

The old tractor has 8,800 hours on it and takes awhile to start even in warm weather but runs great after she warms up. At an idle she will burn pretty clean, then every once in awhile she'll spit a little black smoke. I was thinking the injectors should be cleaned or taken down to the shop for a rebuild. I haven't ran a compression test yet (afraid to) but really because I don't have an adapter to fit the head.

Some say I'm getting due for an overhaul with that number of hours. I deal with numerous engines from natural gas to diesel and most have a lifespan of 12,000 to 40,000 hours. What is your opinion for the number of hours on this old girl?

A: The earlier 1650D had the pintle style engine and the later ones had the pencil style. I would suggest you pull the injectors and have them checked. The pressure is probably down on them. See if that improves things. No doubt the engine has some wear. If this helps on your starting I would leave the engine

alone, except I would pull the pan and check the rod and main bearings and see if they need replacement. In other words, do an "underhaul." You've done well with this engine. That's good hours!

Oliver 88 Row Crop Problems

Q: I bought an 88 RC with a New Idea two-row picker at an auction for \$875. It runs great, starts easy, good oil pressure, no smoke, and didn't overheat driving it 30 miles home. Here are my problems. The picker is in the air and the hoses are connected to the pump. There is one lever for the pump that reaches almost to the steering wheel. There is one hose from the back of the left side of the pump over to the front of the right side. A hose from the back of the right goes to the cylinder rams on the picker. Moving the control rod any imaginable way does little to lower the picker. There is a jerking in the hose that crosses from the left to the right side though. Secondly, the PTO will not stop running. I've moved the lever all the way forward and back and even connected the chains while it was off and it still wouldn't stop running. I plan on keeping this as my picker tractor cause it starts and runs so well. Thanks for any help you can provide.

A: I think it's low on hydraulic oil. Add two or three quarts of 10-weight hydraulic oil. Run the engine at 1200

to 1500 RPM and then see if the picker will lower. If this makes it work, you may want to check the transmission oil level. There is a good chance the hydraulic oil has leaked into the transmission. If this is the case, the hydraulic unit will have to be resealed and probably new bearings. Also if this has to be done, the PTO can be serviced at this time, as the PTO will have to be removed to get the hydraulic out. PTO will probably need oil seals, maybe two friction discs, and also a new center plate if the center plate is warped.

77 PTO

Q: I am presently semi-restoring a late-1952 or early-1953 Oliver 77 my dad bought in 1953. I have to remove the PTO clutch assembly in order to remove the belt pulley. I have done all the steps as per my IT manual, however, the PTO assembly will not come out. The driveshaft from the engine is not stuck as there is end play. I have used a 2' pry bar to try and free it from the PTO casting. Should this be in that tight? The ball bearing in the casting seems to be the problem. Short of beating it with a hammer and risk breaking the casting, do you have any suggestions?

A: The first thing to try is to have someone hold the clutch pedal in the depressed position while you try to remove the PTO assembly. If that doesn't help you are going to have to get two big pry bars, putting one on each side, and pull it out of there! If you have followed the directions in your shop manual and have the correct bolts removed... the PTO assembly has to come out. Get a helper and use two good-sized wrecking bars. If that does not work, you may have to put a chain around the clutch assembly and pull it out with another tractor. Good luck!

Oliver Front-Wheel-Assist

Q: I'm interested in the Oliver front-wheel-assist tractors of the '60s and '70s, approx 1650s to 2150s. Are there any special problems to watch out for with the FWA units? Are parts still available, or do you need to hunt the scrap yards? I'm interested in finding one for low hour use on about 100 acres/year.

A: The front-wheel-assist tractors are good, excellent quality equipment. They're high priced to repair. The front axle assembly was built by Clark Equipment Co., a division of Eaton Corp. The main problem was keeping the drop box tight where it mounted on the rear main frame. But that really wasn't a problem.

600 PTO Clutch

Q: This is about my PTO not stopping. I bought about \$150 in parts: two clutch discs, the plate in-between the discs, new springs and shim packs, and two oil shields. Last night I put everything in except for the shields. The old discs didn't look very good. In order to have the clutch free-wheel when off, I had to add 15 of my old shims along with the new shim packs at each spot (45 extra shims total!). However, I don't think this is right because the lever seems to take very little pressure to engage. Even this didn't fix things. The only improvement was that if the PTO had never been turned on, it wouldn't spin through the whole RPM range of the tractor. If I turned it on though, it wouldn't turn off until I went back to idle.

One thing I noticed is that there is a lot of oil on the metal around the clutch. I tried to keep the plates clean, but am now wondering if I need to de-grease the whole area. I ran the tractor for a while with the PTO clutch off, and didn't notice any oil leaking into this area

(which is why I haven't put in the seals yet - they seem like a lot more work to install).

Another thing I am not sure about is if I have the new clutch discs facing the right way. The picture in the I&T Manual I bought isn't very clear, and I forgot how the original ones were, so I installed them with the flat sides facing the center plate. This seemed to make the thinnest stack of plates. This is the first Oliver I have had any experience with, and I am wondering what I am missing here.

A: If there's any evidence of oil in the clutches, I'd replace the seal on that main driveshaft where the clutches sit. There are four bolts that hold that front clutch assembly to the hub. They have locking tabs on them. If those bolts are loose it will cause this problem. You'll have to remove these to replace the seal, then tighten them down and fasten the lock tabs to hold them from coming loose. Something isn't right with all those shims having to be used. Your I&T Manual should explain all of that. Also where the throwout bearing is connected to that rear plate with all the linkages and rollers, be sure all the pins are in place and the rollers are not broken. Another thing, where the roller makes contact with the rear cover, if there is a groove worn where that roller runs there you will need to set that rear cover assembly in a press and press it down to loosen the big snap ring on the back side. Remove the snap ring then release press and rotate that inner plate so the rollers will run on a new spot.

1550 Hydraulics

Q: My 1550 gas does not operate the lift arms or an external cylinder unless you are at 1500-1700 RPMs or above. Also, it seems to work hard to raise an 8' disc.

A: Sounds like your hydraulic system is weak. Check the pressure. Add 3 or 4 shims to the relief valve to get it up to 1800 lbs. If this doesn't work you are going to have to tear it down and probably replace the hydraulic pump.

2255 Steering

Q: I have a 1973 Oliver 2255 with the 3150 Cat. Last spring when I was field cultivating, I dumped the front wheel in a tile hole. I had to replace the sector arm. When looking at the rest of the wide-front, I replaced the worn out ball joints, the bushing that supports the pitman shaft, and the thrust washer. The wide front was still loose. Both front wheels wobble together left to right with no movement of the steering wheel. About three weeks ago, I turned to put the tractor in the shed and I broke the stabilizer arm shaft that keeps the steering cylinder from rotating around. I was thinking this could of been broken since last spring. I put a new stabilizer arm on and the front end still wobbles. Could it be the splines on the pitman shaft that are worn? Or could it be something else inside the steering cylinder?

I had the leaky fuel tank repaired this winter. It has just begun to leak again around the lower front seam. In the last couple days when I start the tractor up after sitting overnight it won't stay running unless I get the RPMs above 1400. It will surge for a couple minutes then it's okay for the rest of the day. Now I'm thinking it's a leaky fuel line. But I'm not sure if it's a line or the fuel tank or something else leaking that's fuel related. When I bought the Oliver 2255 tractor a year ago I replaced all the fluids and filters, except for the hydraulic filter. I cannot get that nut on the bottom to budge. I have yanked on it fairly hard with a socket and breaker bar. I'm

afraid I might break the top of the filter housing if I was to yank harder on it. I'm hoping you might have a idea on this because I'm out of ideas.

A: Welcome to the club! The steering problem: make sure the pitman arm is tight on the pitman shaft. If it's still loose you may have to take the lid off the power steering unit and that big 1-1/8 bolt tightens the sector to the pitman shaft. About the engine surging: it sounds like you have an air leak on the primary side of your fuel system. Also check the outlet on the fuel tank to be sure its not restricted with foreign material in the outlet of the tank. On the


filter problem, you will have to use quite a bit of force as you are going to have to get it apart somehow. Someone has probably put it on too tight. Don't yank on it, just a steady pull.

550 Clutch Pressure Plate

Q: I just split our 550. I put in a new clutch, pressure plate, both pilot and throwout bearings, rear main oil seal and both transmission/center housing bearings, and oil seals. I then put the tractor back together.

Problem: Throwout bearing does not press on the pressure plate levers enough to engage the clutch. I adjusted the clutch pedal all the way.

Is there an adjustment on the pressure plate that I need to look at? Can I put washers between the flywheel and the mounting holes on the pressure plate to (shim out) the pressure plate? That would make the levers on the pressure plate go back or open where the throwout bearing would touch. I've never seen a pressure plate that you had to adjust.

A: I would guess you have assembled the throwout fork on the clutch pedal shaft backwards. Also check to see if the fingers on the pressure plate are too low. You may have to adjust them out or towards the back of the tractor. 

Pictures From The Past

A rare 8-bottom Hart-Parr plow is shown outside the Charles City, Iowa, factory. These worked well with the Hart-Parr 30-60 "Old Reliable" tractors. Circa 1913-1915.



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HYDRA-HITCH

POWER-TRACTION-HITCH

VS.

The Best Fit For You
by Sherry Schaefer



In the late-1950s, Oliver came out with two different hitches. While they may seem to be fairly similar, they are also very different. The following will enlighten you as to the best implement to use with each hitch, assuring the best performance of each.

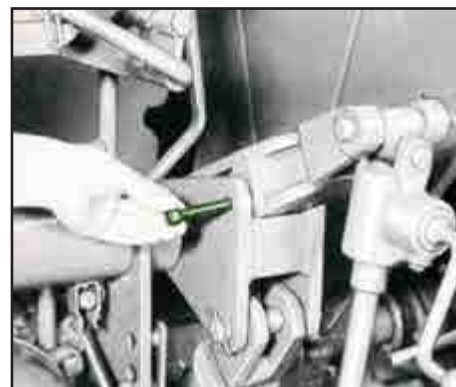
The new Hydra-Hitch was introduced in the Sales Notes dated February 1957. This was basically a 3-point hitch designed for the Fleetline 66, 77, and 88 models, along with the Super series of the same size. This hitch could be mounted to the tractor as one

unit with four high-strength tapered cap screws. The standard swinging drawbar could remain as a unit on the tractor without any obstruction.

Depending on the use, a 3" or 4" Hydra-Lectric cylinder operated the lifting of the hitch. It could also be operated with just the basic 3" hydraulic cylinder. The Hydra-Hitch was designed

for use with a 4" Hydra-Lectric cylinder and had a capacity of 4,300 pounds of torque across the shaft, but the 3" cylinder had limitations. With the 3", you were limited to a 2-bottom plow or a 7" tandem disc. In addition, the lift links could be adjustable to either 7/8" or 1 1/8" drawbar pins to supply down pressure. The ends of the lower links had the ability to unlock and swing up providing an easier hookup to implements.

The Hydra-Hitch was primarily designed for fully mounted implements and plows. Traction to the rear wheels was much better than with a Power-Traction Hitch with the same implement. The best use came with liquid in the tires and weights. Typically, four weights were added to the land wheel and two weights to the furrow wheel. Three front weights were recommended on an adjustable front axle model and four weights were recommended on a dual wheel 770 or 880. When the Hydra-Hitch was used on the Super 77 or 88, three front frame weights was the maximum.





Power-Traction-Hitch



The Power-Traction Hitch was designed primarily for use with semi-mounted plows. While the Hydra-Hitch can be used on the Fleetlines through 3-digit models, the Power-Traction Hitch CANNOT be used on the models prior to the 3-digits. It was designed for the 770 and 880 only. A 660 would still need to use a Hydra-Hitch. When the Power-Traction Hitch was introduced, they were really pushing the use of the 5440 semi-mounted plow to go along with it.

On the Power-Traction Hitch, the lower link assembly of the hitch pivots from a single point just ahead of the rear axle. Because of the point of pull, penetration of the implement is greatly improved. The weight of the front of the semi-mounted plow is carried on the lower links while the cylinder is partly extended to help carry the load. This hitch is easily identified by its V-shaped attachment point under the rear end.

Less weight is needed on the front of a tractor with a Power-Traction Hitch. One base weight and two or three stack weights were all that's needed for stability. It was recommended the rear

tires be filled with liquid along with cast iron weights on the rear wheels.

If the land is level and a floating gauge wheel can be used, a Power-Traction Hitch can be used as a standard 3-point hitch. However, it's important to use enough weight to keep the tractor held to the ground in order to prevent slippage. A floating gauge wheel is one that must be set 1" about ground level that will prevent excessive penetration when working over uneven ground. Rule of thumb is that a Power-Traction Hitch not be used on uneven ground with fully mounted 3-point hitch plows due to inadequate weight transfer. On the other hand, the Power-Traction hitch, which was designed for use with the semi-mounted plow, can do a good job with 3-point hitch mounted tools or those with a light draft.

The Power-Traction hitch has lower links that permit a quick attachment just by backing into the implement. The Hydra-Power hitch does not. The Power Traction hitch could use category 1 or 2 link ends that could be swapped quickly. The Power-Traction hitch could still use a swinging drawbar but the Hydra-Power hitch could not.

The Power-Traction Hitch was improved for the 1959 production permitting about 3" more of ground clearance. This was especially

helpful with trash clearance. It was recommended that ten to twelve inches of plowing depth be the maximum depth.

The Hydra-Hitch was for fully mounted implements. The Power-Traction hitch was for semi-mounted implements and for fully mounted implements other than a plow or middlebuster. The Hydra-Hitch allowed for the use of the standard swinging drawbar on the tractor. The Power-Traction hitch incorporated a drawbar that was part of the assembly. This drawbar could be raised and lowered from the tractor seat. The Hydra-Hitch drawbar was stationary.

When it came to pricing, the Power-Traction Hitch was the more costly option. In 1959, the Hydra-Hitch mounted on a 770 from the factory listed at \$264. The Power-Traction Hitch for the 770 listed for \$296 but did not include a cylinder. Pricing was the same for the 880.

When the 1800 and 1900 series were introduced, the 3-point hitch was designed to be part of the hydraulic system with integrated draft control, providing better sensitivity for all implements. The bolt-on unit was becoming a thing of the past but was still offered on the 3-digit models as long as they were produced and served the Oliver user well when used in the right application. ▣



Having a big tractor on the farm helped cover a lot of ground but it also created other problems. You needed a bigger shed, a bigger fuel tank, wider gates, and bigger tillage tools. White had outgrown the plows in production so the easiest thing to do was to hook two of them together. The result was the Flex-Back plow.



flex
your
muscle

with a

FLEX-BACK PLOW

by *Sherry Schaefer*

shear pin,
and then the
spring automatic
reset.

The best part of the Flex-Back plow for White was they didn't have to build anything new, but instead just put a couple existing models together. The 2549 consisted of a 549 with a special on-land hitch and a land wheel. With this setup, a second 549 could be hooked to the back. Depending on the configuration, the 2549 could have 10, 11, or 12 bottoms. The combination could be made of 5+5, 6+5, or 6+6. The 2549 could be equipped with 16" or 18" bottoms. When ordering a 2549, you purchased the front unit as a 2549, then separately you purchased a standard 549 for the rear. The 5-bottom front half with automatic reset beams listed for \$9,357.

In 1977, White had an entire line of moldboard plows ranging from the 3-bottom 348 to the 10-bottom 449. With the growing size of Wheatland and articulating tractors, an even larger plow was needed.

The 549 plow could be semi-mounted or have an on-land hitch. It ranged from 5 to 7 bottoms with a cut of 16" or 18". It used a 6" x 8" backbone with 31-1/2" of clearance. The 588 could also be a semi-mounted plow or have an on-land hitch. This plow ranged from 4 to 7 bottoms having an 18" or 20" cut. It also had a 6" x 8" backbone and 31-1/2" of clearance.

In the winter of 1977, White introduced the largest plows the company ever produced. Marketed as the 2549 and 2588 plow, they were offered to match the high horsepower of the bigger two-wheel-drive and four-wheel-drive tractors. Named "Flex-Back" plow, they flexed in the center, allowing the front and rear units to follow the contour of the field for better coverage. The new Flex-Back was offered in sizes from 9 to 12 bottoms and was adjustable from 16" to 18" inches or 18" to 20". Three beam trips were available. The basic was the cushion trip, followed by the heavy-duty



Spring Automatic-Reset



Flex Point



Cushion-Action beam



Shear-Pin beam



Box Beam

The 6-bottom front half listed for \$10,360. Once you had the front half, then you ordered the back half. The 549 with five bottoms listed for \$6,628 and the 6-bottom was \$7,547. It didn't take long to have a plow in excess of \$15,000!

The 2588 was ordered the same way – front unit only and then the standard 588 rear unit. The front unit with five bottoms and automatic reset listed for \$9,469 and the 6-bottom model listed for \$10,481. The 588 rear unit could be order with 4, 5, or 6 bottoms ranging from \$5,846 to \$7,803. Downgrading to a cushion trip beam knocked the price down almost \$2,000 on the 6-bottom model. The 2588 was the larger plow with an 18" or 20" cut. It could use one of the following combinations: 5+4, 5+5, 6+4, 6+5, or 6+6. The larger plow always had to be on the front on the Flex-Back models.

The front furrow wheel required a 3x8 double-acting cylinder. The land wheel required a 3-½ x 8 double acting cylinder with a built-in depth stop. A one-way restrictor was installed on the land wheel cylinder to restrict the lowering of the land wheel. Not only did the Flex-Back flex vertically to go over the contour of the ground, it would flex horizontally for a shorter turning radius. The front hitch swiveled for transport to allow the plow to trail behind the tractor.

White boasted the Flex-Back plow was the ONLY flexible plow on the market that could be uncoupled and used as two smaller plows. It was the ONLY flexible plow that followed ground contours "around" as well as "over." It was the ONLY flexible plow that allowed the use of the purchaser's original semi-mounted plow to complete. It was the ONLY flexible plow proven with the famous White Raydex hand-polished bottoms.

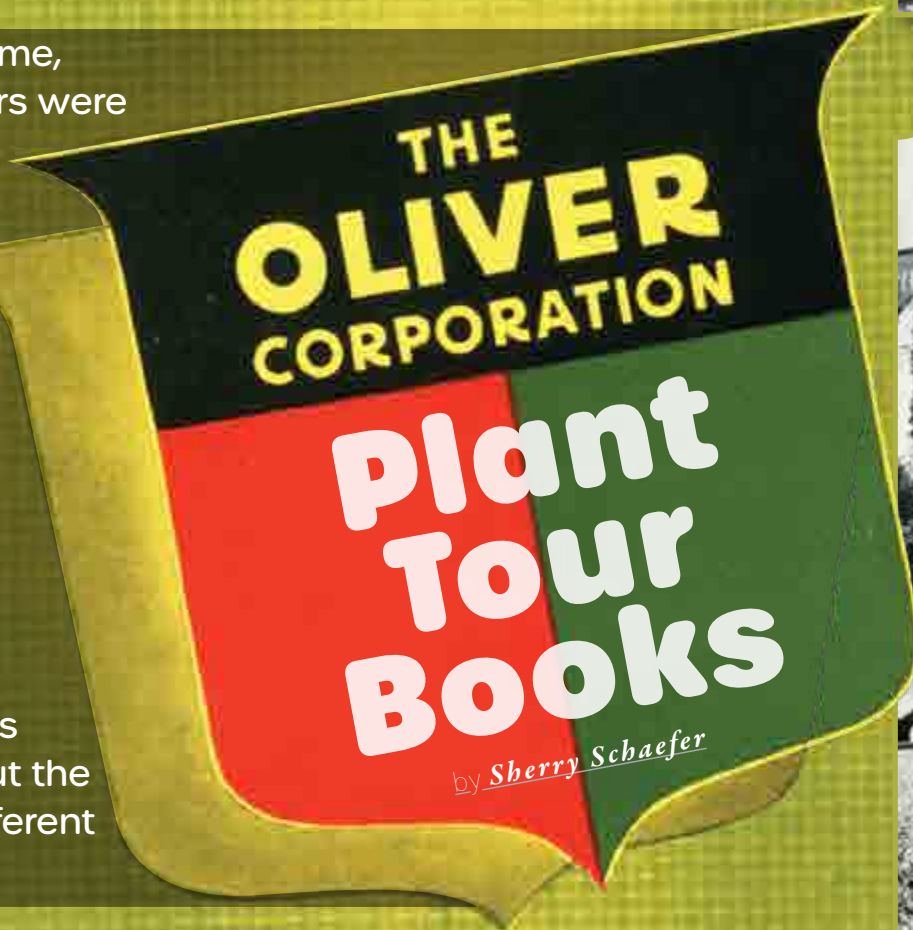
The sales department at White also pushed the fact it could be uncoupled for easy storage, taking up minimal space. While they were pushing the Flex-Back, they were also pushing the sale of the 4-210 as the perfect choice for this plow. In 1980, the Cat-powered machine listed for \$58,994. By the end of 1983, the 2588 was the only Flex-Back model offered by White. When soil conservation and no-till farming took over, the moldboard plow was parked.

The Flex-Back plow truly was White's way of flexing their muscle and will go down in history as the biggest plow out of James Oliver's little factory in South Bend, Indiana. □

Welcome to



Once upon a time, manufacturers were proud to show their customers around the plant. As a souvenir or thank you, they were often given booklets to tell the history of the company, along with specs about the plant. Oliver had a wide variety of booklets printed throughout the years for their different plants.



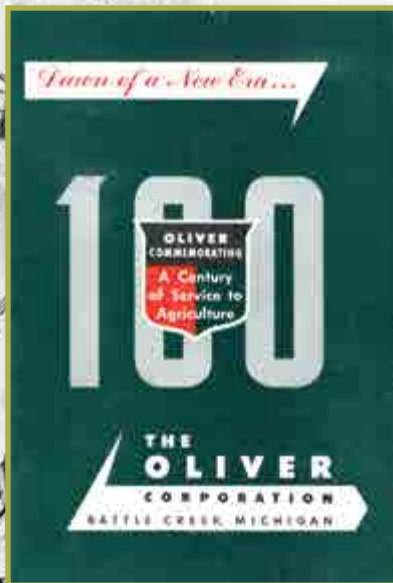
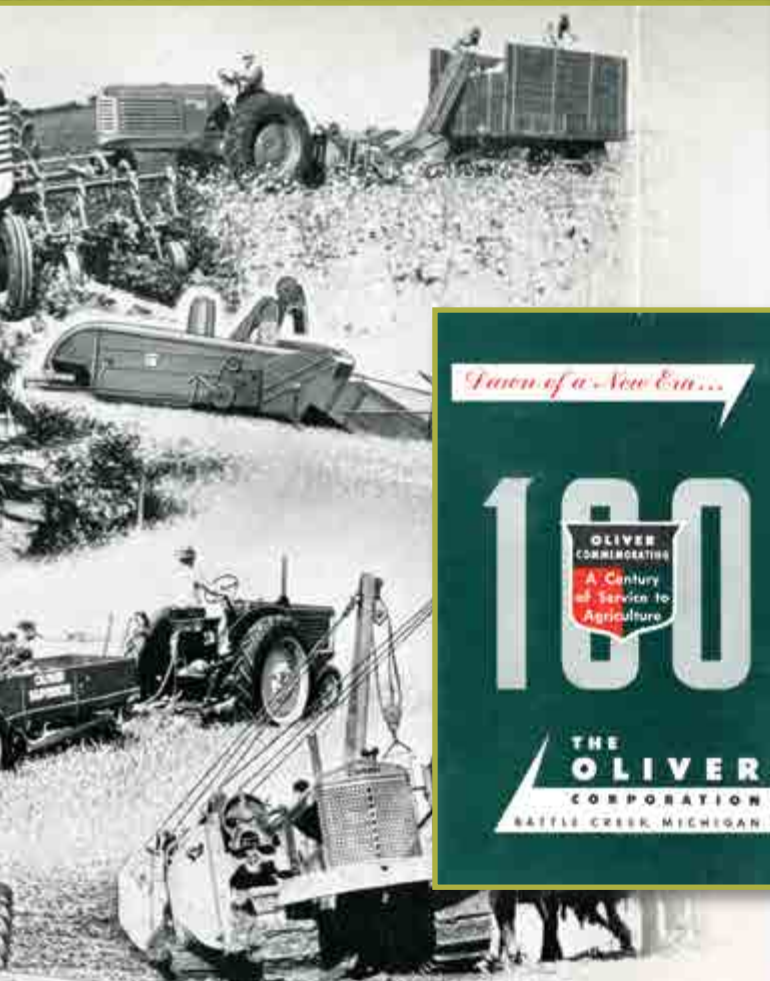
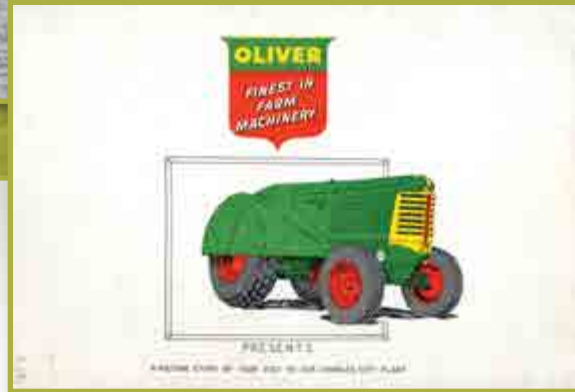
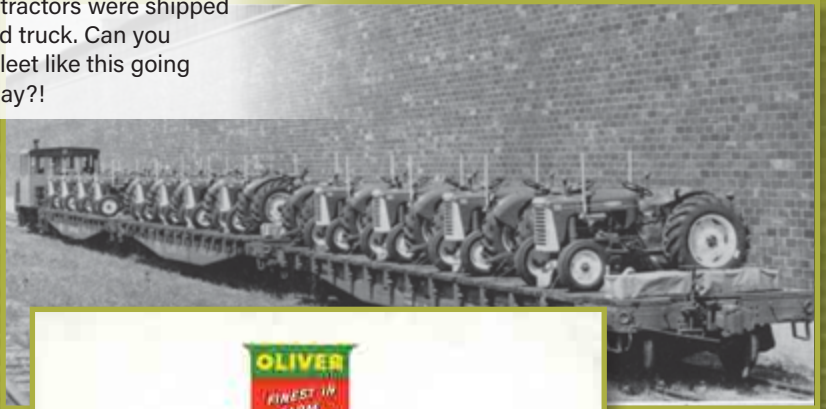
It was 1948, the *Dawn of a New Era*. Actually, it was a milestone for the Oliver Corporation as they celebrated the 100th anniversary of their oldest plant. Nichols & Shepard began building harvesting equipment in 1848. When they merged with Oliver in 1929, they became part of the family with a history that dated back prior to James Oliver's or Hart-Parr's.

In 1948, Oliver was celebrating this milestone at the Battle Creek plant. It also coincided with the introduction of the Fleetline Series. It was a huge celebration and even old Hart-Parr No. 3 was in attendance. A special 30-page booklet was printed for the Centennial Open House. The Charles City

plant did the same thing. While they look exactly the same on the front cover besides the name of the town, each booklet is very different and specific to the plant they cover. There was also a single page brochure handed out to those just visiting the office.

This plant booklet started a trend. Every few years, it was updated with new models and specs of the plant. The Fleetline era booklet shows the 66, 77, and 88 models that were available. At that time, the plant covered an area of 65.9 acres. The office building was 16,911 square feet. There were ten miles of railroad track in and around the plant, and there were 2,100 employees with an annual payroll in excess of \$7 million dollars.

Large numbers of tractors were shipped out both by rail and truck. Can you imagine seeing a fleet like this going down the road today?!



WELCOME TO OLIVER. We appreciate your calling at this office, one of the many devoted to making and selling our products. Your friendship is important to us, for our continued success is dependent on the good will and esteem of you and thousands of others who are interested, either as buyers or sellers, in Oliver. It is the policy of the company and of the management of this office that every courtesy be extended to you, and we hope that your visit is a pleasant and constructive one.

Building farm and industrial machinery is our business. For one hundred years, the names of Oliver and of the predecessor companies that now form the Oliver family have meant quality, dependability, and value all over the world. We try to make every Oliver product a good product, and a continuous research program is carried on in our plants and in the field to investigate and develop new implements and machines to make the work of the farmer and industrial equipment user easier and more productive.

You might think of us in one way as machine tool builders for our customers. It is our job to put machinery in their hands which will help to achieve higher productivity and lower costs for them and for the public dependent on their goods and services.

1948

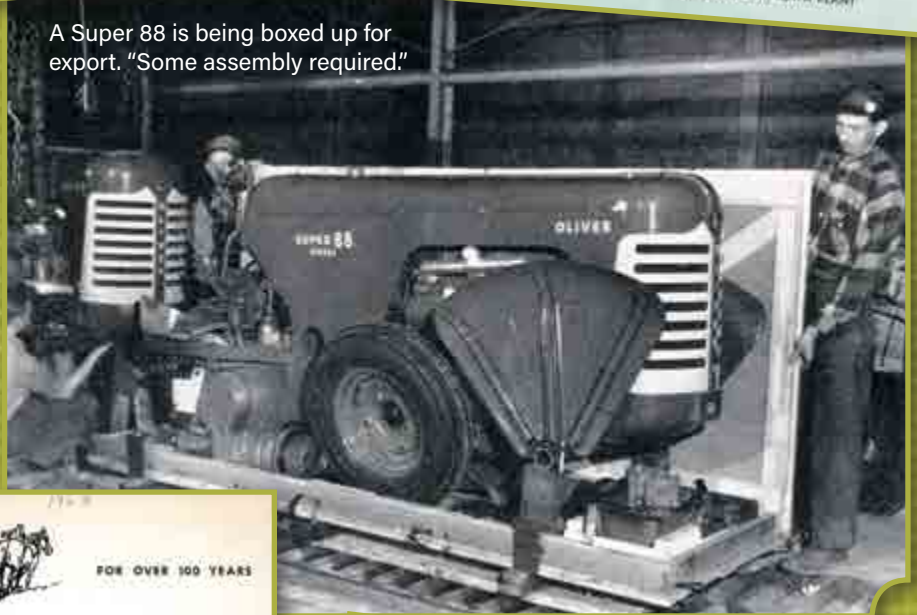
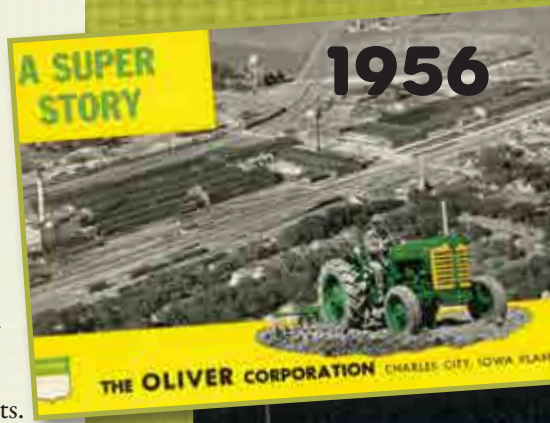


When the Super Series book came in, not many specs regarding the plant had changed. A Super tractor was coming off the line every four minutes. About 10% of the tractor production was sold for export. A new tractor was built out of approximately 2,000 parts.

The 1963 booklet stated they were building 14,000 wheel tractors and crawlers per year. To make that happen, it took 130,000 gallons of gasoline, 26,000,000 kilowatt hours of electricity, 28,000,000 pounds of bar stock and sheet metal, 100,000,000 pounds of steam, 230,000,000 cubic-feet of natural gas, and 320,000,000 gallons of water. By now they were employing 2,500 people with an annual payroll of more than \$12 million.

The 1963 South Bend plant booklet stated they were employing between 600 and 700 employees at the time. Hourly-paid employees in that plant averaged about \$2.90 to \$3 per hour, with the lowest rate being \$2.30 and the highest \$3.18. Production workers who were paid by piecework or incentive operations could earn as much as \$3.50 per hour.

The 1966 booklet, which is labeled Charles City, also covers the South Bend, Shelbyville, and Brantford plants. These tour books contain some great information and interesting facts. You couldn't pick them up at the dealership; you had to visit the plant. Therefore, they are a little scarce if you're into collecting them. I'm sure I don't have them all, but I'm working on it! 📖



A Super 88 is being boxed up for export. "Some assembly required!"



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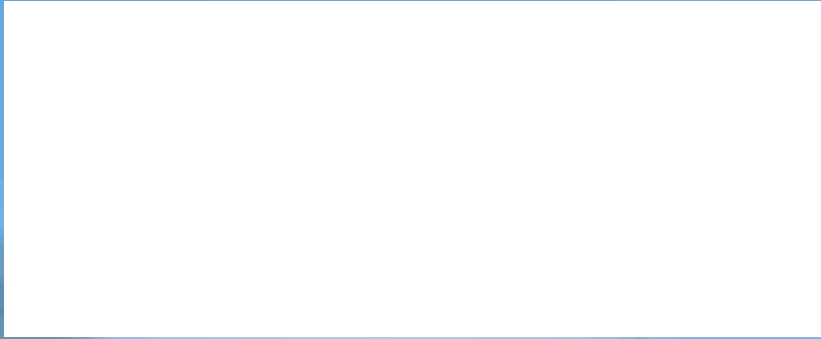
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