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# ANTIQUA ENGINE & TRACTOR ASSOCIATION, INC.

## JULY, 2006 NEWSLETTER

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### “Chuck’s Comments”

I didn’t write an article this month but will include a photo instead. This is *not* a picture of the car we are taking out west, but you will notice Diane is smiling. She has a different look when I bring home tractors.

Chuck (interested in “all old iron”) Bos



*Diane Bos introducing the newest Bos!*

### CLUB BUSINESS ITEMS

- A general membership meeting is planned for August 14 beginning at 6:30 at the club grounds. We’ll discuss plans for the fall show and schedule workdays to prepare the show grounds. The board is selecting team leaders for each work area and they in turn will need volunteers to help on specific jobs and times. Ice cream and cookies will be served.
- There will be a club store near the entrance this year to sell promotional items.
- Oats will be bundled and stacked the week of July 17 for the threshing demo at the show.
- Over \$11,000 have been donated by sponsors to help offset costs for the show.
- A 10x20 shelter will be purchased for use near the pork chop food stand.
- Lenzy Stickler is repairing the club’s model H tractor. Thank you Lenzy.

### FARM AND FLEET SHOW

*The 2<sup>nd</sup> annual Farm and Fleet antique tractor and equipment show will be held at the Geneseo Farm*

*and Fleet lot on Sunday, July 23, starting at 8:00am until 4:00pm. Our club hosts this show. Door prizes will be given at 3pm – must be present to win. On display will be tractors and implements from 1900-1980, lawn and garden tractors and attachments from 1950-1980, hit and miss engines, and displays. No fee to exhibit. Food stand will be available. Contact Dave Carton, 309-441-5915, John DeReu, 309-944-6118, or Russell Gray, 309-949-2491, or check out the web site at [www.atkinson-engine-tractor-assoc.com](http://www.atkinson-engine-tractor-assoc.com). A special thanks to Interstate Fencing for the use of their lot.*

*We need a few volunteers to come at 7:00 that morning to help with parking and set up – contact Dave Carton if you can help in this way.*

### GENESEO SHOW AND PARADE

The annual Fathers Day show and parade was held in Geneseo on June 17 & 18. Over 80 units were on display in the antique tractor and implement area. The Show coordinator, Larry Goodwin reports everyone had a good time, and appreciated the especially large parade crowd.



*Russ Gray and grandson Connor Knutson get the little M ready for the start of the Geneseo parade.*

### FORD TRACTORS 1939-1952

**By Larry Gay**

Harry Ferguson and his assistant, Willie Sands, conducted plowing demonstrations in Ireland to help increase food production during World War I. However, Ferguson soon decided there had to be a better design

than a pull-type plow. He designed a plow without wheels which attached to a Fordson tractor with a bottom link and a top link. A lever was used to raise and lower this spring-balanced plow. Ferguson made arrangements with the Sherman Brothers to manufacture and sell this plow in the U.S., but production ended when Ford stopped building Fordson tractors in 1928.

Ferguson and Sands began developing a hitching system which combined three links with hydraulics to raise and lower the plow and also provide draft control. Some versions had two upper links and one lower link, but the final version was reversed with two links on the bottom. After the Sherman brothers saw the Ferguson-Brown tractor in action, they made arrangements for Ferguson to demonstrate his tractor to Henry Ford.

In October 1938, Ferguson brought his tractor and some implements to Ford's Fair Lane estate. Ford was impressed by how the Ferguson-Brown tractor and its 3-point hitch outperformed a Fordson and an Allis-Chalmers B which Ford used for comparison. Ford and Ferguson sat at a table in the field and worked out an agreement in which Ford would manufacture the tractor and Ferguson would procure a line of implements and then market the tractor and implements. The agreement ended with a handshake and was never put in writing.

Howard Simpson was selected to lead the tractor design team, but he resigned after he started receiving conflicting directions from Henry Ford, other Ford executives, and George Sherman. He was replaced by 25-year old Harold Brock who led the team of ten Ford engineers. Sands and Chambers, two of Ferguson's assistants, helped adopt the hydraulic system. The four-cylinder engine was one-half of the Mercury V-8, and many car and truck components were used for the drive train. The first prototype was demonstrated on April 1, 1939 and the tractor and some implements were introduced to the public on June 29, 1939.

This gray-painted tractor, which became known as the Ford-Ferguson 9N tractor, not only introduced the 3-point hitch system for attaching implements directly to the tractor, but also the configuration which became known as a utility tractor. The 9N produced 23 belt horsepower, had a 3-speed transmission, and an initial retail price of \$585. About the first 750 tractors were built with a cast-aluminum hood and today these rare tractors are restored with the hood unpainted to illustrate this feature. There were about 99,000 of the 9N built during 1939-1942.

Due to material shortages during World War II, the Ford-Ferguson tractor was built with steel wheels and a hand crank starting system. The model number was changed to 2N, but the serial number continued to use the 9N prefix. As soon as the war ended, the 2N was built with rubber tires and an electric starter. About 207,000 of the 2N tractors were built during 1942-1947.

Henry Ford II, Edsel Ford's son, became president of the Ford Motor Company in September 1945 and he soon determined the company was losing money on every tractor built while Ferguson was making millions. After several unsuccessful attempts to negotiate a new agreement with Ferguson, Henry II announced the handshake agreement was being cancelled and Ford would build and distribute its own tractor after July 1, 1947.

On July 9, 1947, Ford introduced its 8N model. It was basically the same tractor as the 9N and 2N, but had a new 4-speed transmission, relocated brake pedals, step plates and a hinged seat for standing, and a red and light gray paint scheme. This model was produced during the post-war tractor boom and Ford knew how to produce on a large scale. They built over 521,000 of the 8N model during 1947-1952, capturing about 19% of the U.S. wheel tractor production.

Harry Ferguson retaliated by filing a \$251 million lawsuit against Ford in January 1948. Based on triple damages, there was \$240 million for loss of business and \$11 million for patent infringement, based on the number of tractors built to date. When the trial finally started in March 1951, enough Ford tractors had been produced to increase the patent infringement portion to \$100 million. Ferguson finally instructed his attorneys to work out a settlement while the trial was taking place and on April 9 1952, he accepted \$9.25 million in royalties from Ford. Both companies ran advertisements in the trade magazines claiming they were the winner.

*Editor's note: Thanks to Larry for providing these articles on the history of our feature tractor this year. The last installment will be published in the next newsletter.*

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***Tim Wells, President of Wells Fargo Bank of Genesee presents a \$1,000 donation to president Chuck Bos to help sponsor the annual show to be held on Sept 15-17.***

## ***PARDON MY DUST***

**By Ron Miller**

The latter part of the 19<sup>th</sup> century saw a growing America looking toward the unsettled land of the West and Northwest as the answer to the need for food for an increasing population. The great expanses of prairie were waiting to be converted to crop production; however, this seemed an almost insurmountable task using animal power. The solution to the problem appeared to be in the newly developed steam traction engines that were coming into use mainly as a source of belt power and moving threshers from one location to another. These engines were put to work pulling plows to break the prairies. These early engines weren't too successful as the gearing wasn't strong enough for heavy drawbar loads. Steam engine manufacturers were soon building large powerful machines with heavy gearing that looked to be the answer to the need for more power. The Achilles heel of steam power was its insatiable hunger for fuel and water. Water was often of high mineral content and not well suited for boiler use. Coal had to be hauled long distances which increased the cost of operation. (This was before the discovery of coal in Wyoming.)

The industry began looking to the largely unproven internal combustion engine as a new source of power for agriculture. The Hart-Parr Company of Charles City, Iowa had been building gasoline engines since the mid 1890's and was a pioneer in tractor development. Hart-Parr had the first successful tractor design on the market in 1903. This set the competition scrambling to come up with a tractor of practical design to place on the market and by 1910 most manufacturers had a well designed tractor to sell. The change from steam to internal combustion power got underway quickly. Rumley Company of LaPorte, Indiana reported in 1912 that they were running their factories at maximum capacity and couldn't meet the demand for their products. The future looked bright.

An unseen nemesis lurked on the horizon that almost stopped the tractor industry dead in its tracks. (Remember the water and fuel problems that plagued steam.) It was DUST! The air looked clear so probably nobody even gave it a thought. Early tractors made no provision to clean the air entering the engine. Owners soon found engines wore rapidly and required early replacement of major components due to excessive wear. (This had not been a problem with steam power.) Transmission gearing on these early tractors ran in the open and also wore prematurely.

The first commercial attempt to produce an engine air cleaner was probably the centrifugal type. This was similar to the pre-cleaner used in later years on tractors and combines. They were a big help when used ahead of a regular air cleaner but not sufficient as the only air cleaner. The next step was the oil soaked moss type cleaner in the early '20's. These required washing and oiling a couple of times daily in dusty conditions. A water air washer was also used in this era but never

became popular. The oil bath cleaner came into use in the mid '20's and later became the standard of the industry until the conversion to the paper air filter nearly half a century later. The operators manual for modern diesel engines caution you to never start an engine without the air filter in place. Present day engineering has great respect for the detrimental effects of dust entering an engine.

We need to remember that a large share of these early tractors were used on the prairie many miles from the company branch house that had an extensive stock of parts. Parts could be shipped from the branch but that could take a lot of valuable time when you needed to get back in operation as soon as possible. Sometimes tractors with reasonable access to rail lines would be shipped back to the branch house for heavy repairs during the off season.

The 30-60 type E Oil Pull built from 1910-1923 was used extensively in breaking the prairie. This was a heavy two-cylinder kerosene burning tractor with a bore of 10" and stroke of 12" that weighed in at 26,000 lbs. The weight of some of the parts that might have to be handled during major repair are as follows: piston and rod assembly = 172 lbs, cylinder = 400 lbs, crankshaft = 800 lbs, flywheel = 1200 lbs, empty crankcase = 2000 lbs, differential = 1220 lbs, and rear wheel with gear = 3750 lbs. Remember, there were no hydraulic boom trucks on the prairie. Moving these components had to be done by muscle power using whatever jacks and chain hoists that were available.

The early steam and gas tractor engineers command our highest respect for opening the farm land of the west under difficult and trying conditions. *Ever wonder why photos from that era never have any fat guys on them?*

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*Roger Mixer passes a bottle of cold water and a show flyer to Chris Boyens who was part of a tractor cade through Moline on June 29<sup>th</sup>. 75 people were served. Another example of a creative way to advertize our show and promote good will at the same time.*

**\*\*\*BULLETIN BOARD\*\*\***

**FOR SALE:** 1992 Chev K2500, 8650GVW, no rust. Engine, tranny, radiator, brakes, rotors, tires all new within last 15,000 miles. Goose neck hitch & brake controller. Ready to pull. \$6000. *Larry Goodwin (309-944-2670 in eve.)*

**FOR SALE:** Topper for 8' PU box. Bed liner. Chrome wheel covers for dually truck. *Ron Jackson (309-658-2420)*

**FOR SALE:** Rare early '64 #70 Cub Cadet with original Square T two blade and factory mounted 38" deck. S/n 90522. *Call Larry Klawes (262-723-4560 or 492-0333)*

**FREE:** Classified ads for club members. Your ad will run for three months. Send ad information to Tom Hitzhusen, 24762 Hazelwood West Rd, Geneseo, IL 61254, 309-441-5720, [thomaseng@geneseo.net](mailto:thomaseng@geneseo.net).

**2006 OFFICERS AND DIRECTORS**

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**DIRECTORS:** Ed Mayhew, Dick Zobrist,  
Rich McNeill

Web site: [www.atkinson-engine-tractor-assoc.com](http://www.atkinson-engine-tractor-assoc.com)

**\*\*\*CLUB ACTIVITIES\*\*\***

**JULY EVENTS**

**Emstrom Tour:** *Dwight Emstrom is offering a tour of his collection at his Galesburg farm (1723 230<sup>th</sup> Ave) any time from 9:00am -4:00pm on July 17, 18, & 19. Just stop by or call him at 309-342-9075.*

**Geneseo Farm & Fleet Show:** *Tractor Show on Sunday July 23 from 8:00am-4:00pm at the Geneseo store. See article in this newsletter for more details.*

**Board meeting:** *Monday, July 31 at 6:00 at the show grounds.*

**AUGUST EVENTS**

**General Meeting:** *General membership meeting on August 14 beginning at 6:30 at the club grounds. Plans for the fall show including some changes will be discussed. Leaders for each work area will describe the activities planned and sign up volunteers to help for a few hours during the show dates. Ice cream and cookies will be served. Also, workdays will be scheduled as needed.*

**\*\*\*NEWS FROM OTHER CLUBS\*\*\***

July 22, Rudy Green benefit tractor drive, departing at 8:00am from the community center in Eliza, IL. Auction, concert, entertainment in Eliza center from 10am-10pm. Raffle for 4-bottom JD plow \$10, and raffle for complete paint job \$50. Contact Dave Frieden, 309-537-3617.

August 5 & 6, Blacksmith "Hammer-In 2006" at the JD Historic site in Grand Detour, 9am-5pm. Opportunity to learn about the art of blacksmithing. \$3/person. Contact Rick Trahan, 815-652-4551.

**Antique Engine & Tractor Association, Inc.**  
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