

The Best of...

Third in a Series



Tractors of the 1940's

Smarts, Savvy and Sacrifice Helped Get the Job Done

THE INGENUITY and know-how of the U.S. and Canada were put to the ultimate test during the 1940's. This decade, which included World War II, united the nation and mobilized citizens to make immense sacrifices. Farmers and ranchers gave their time, talent and lives, contributing in no small way to the "effort".

Because of an acute manpower and materials shortage during World War II, experimental work on tractors was stopped in 1941 and few new models were introduced. Many tractor plants were converted into munition and other war material factories.

As the war progressed, steel and other metals that had been used for farm machinery were now used by the military. Farmers were therefore forced to operate without spare parts or new equipment and to increase their preventative maintenance.

At the close of the war, farm incomes were higher and there was a staggering need for new tractors. The incredible demand caused a nation now at peace to beat its swords into plowshares.

To honor this history, *Farm & Ranch Living* has put together this third edition of *The Best of Tractor Talk—Tractors of the 1940's*.

Besides selecting tractors from the "Tractor Talk" section of *Farm & Ranch Living*, we've added extra photos and stories of restored tractors never before seen in our magazine, plus lots of facts and information about each tractor. Answers to "Tractor Puzzler" trivia questions at the bottom of each page can be found on the inside back cover.

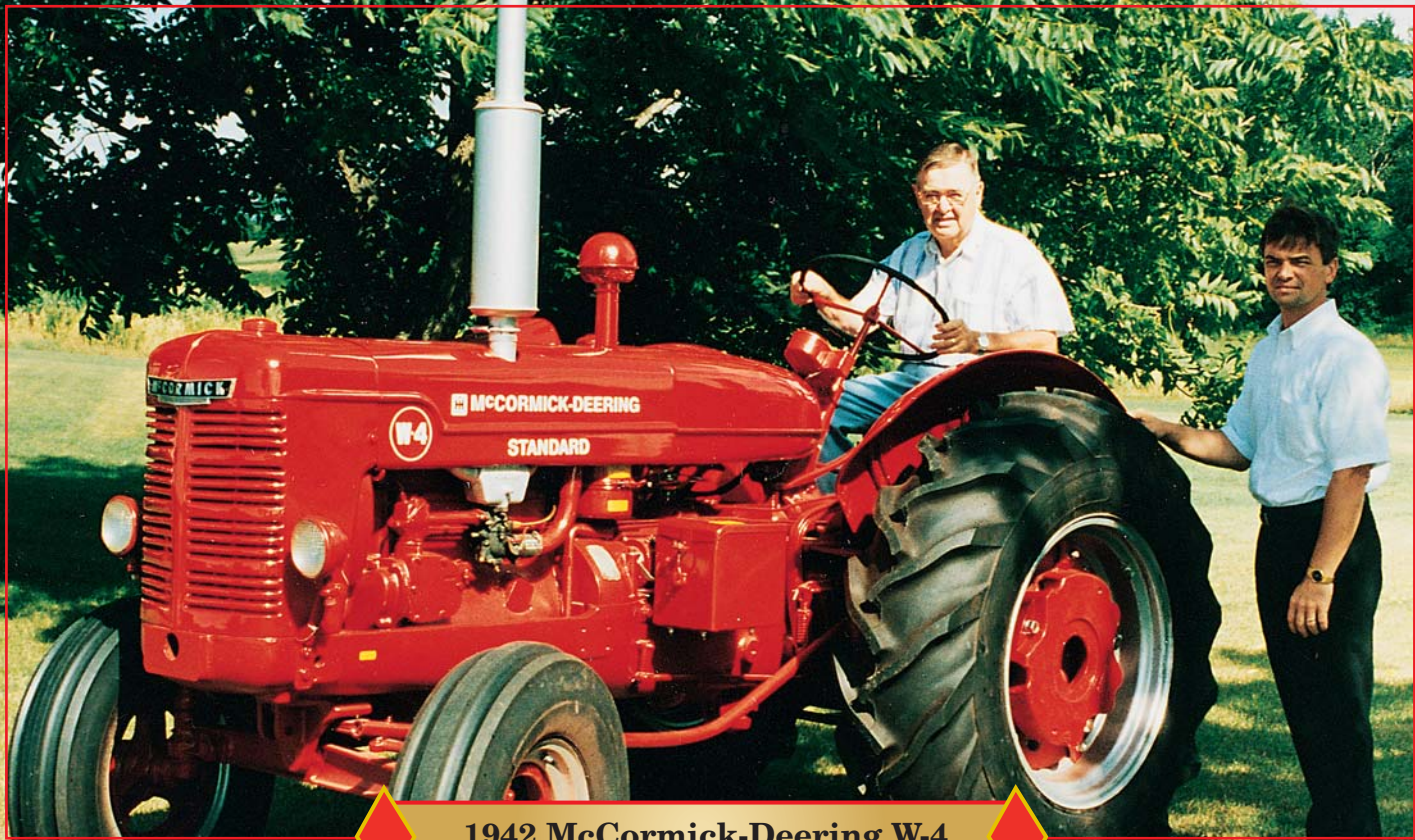
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Can You Name These '40's Tractors?
(answers inside)



1942 McCormick-Deering W-4

McCormick-Deering W-4 Standard

1940-1952

Selected Facts

Engine: IH four-cylinder I-head

Engine speed: 1,650 rpm

Rated belt load: 23.77 hp (Nebraska test)

IN 1940, the International Harvester Co. of Chicago, Illinois came out with 11 new tractor models. The group included tractors designed for orchard and grove work and several crawler tractors. Of the standard farm four-wheel tractors, the W-4 two-plow size was the smallest.

The W-4 standard-tread was available for use with either distillate fuel or as a high-compression version using gasoline. The W-4 had advertised speeds of 2-3/8, 3-1/4, 4 and 5-1/8 mph.

The four-cylinder engine in this tractor had a 3-3/8- x 4-1/4-inch bore and stroke. The W-4 had an IH-built magneto and a D-10 carburetor. The tractor had 12.75- x 24-inch rear tires and 6- x 16-inch front tires.

Like many tractors that got caught up in the rubber rationing period of World War II, the W-4 was offered on steel wheels as well. Rubber was available—for a price. If a farmer wanted rubber tires, he was expected to pay up to \$200 more for them.

Tractor Puzzler 1: What other tractor company in the early 1920's convinced International Harvester to lower tractor prices?

Father-Son Project

My father, Neil Shuknecht, had a McCormick-Deering W-4 as his first tractor. Eventually he traded it for another tractor, however.

When he retired, Dad missed having a tractor like the W-4 around and wanted to find another. Restoring it could be a father-son project, he said.

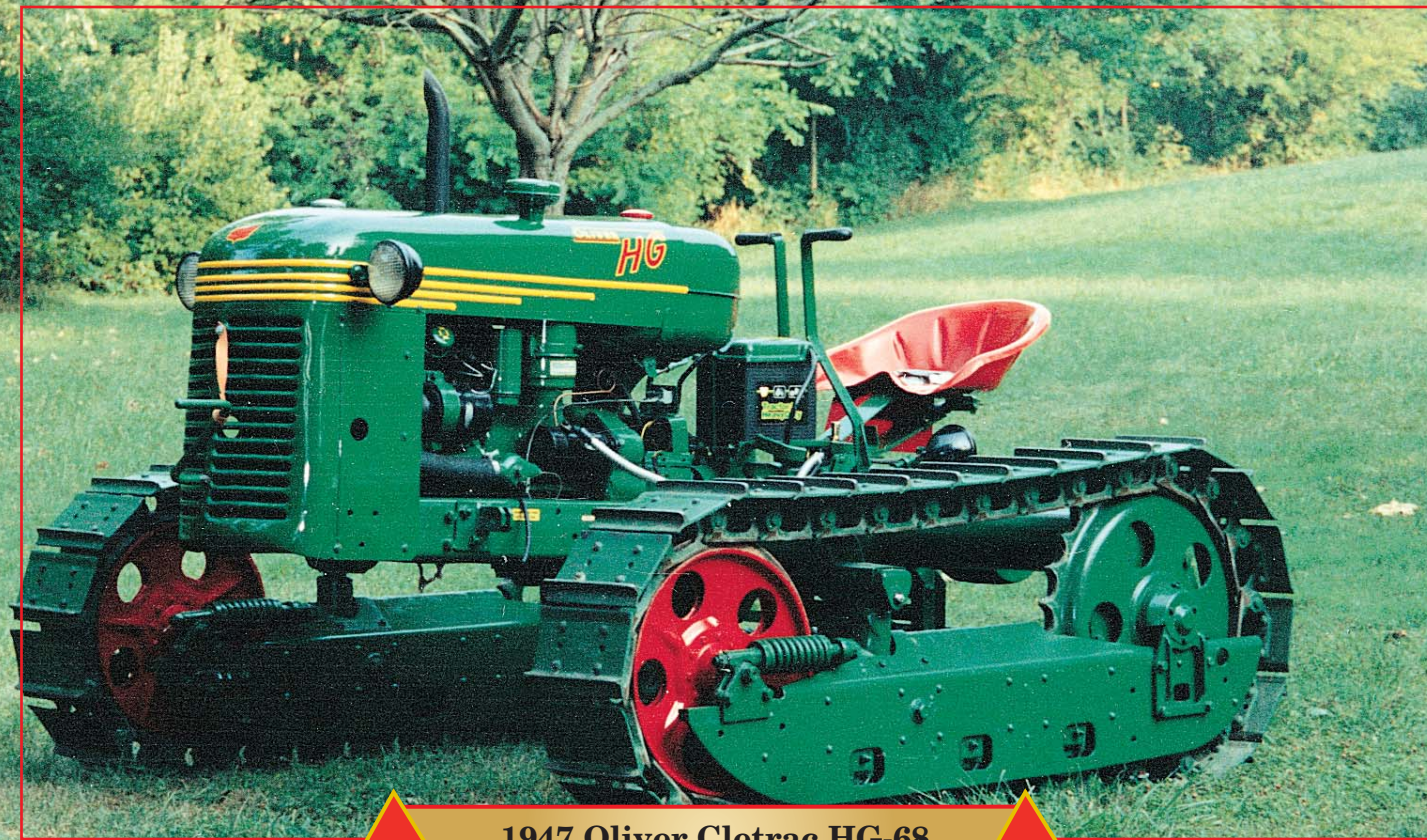
After searching for quite a while, we finally found a 1942 McCormick-Deering W-4 in pretty rough shape.

The sheet metal was badly pitted, sections of the fenders were missing, the tires had rotted and the tractor hadn't been moved in 20 years!

When we got it out of the trailer, I photographed it for posterity and then Dad and I got to work on it.

After countless hours, we got the old tractor back in showroom condition—all of which proves that almost anything's possible!

—Don Shuknecht
Oakfield, New York



1947 Oliver Cletrac HG-68

Oliver Cletrac HG Crawler

1944-1951

Selected Facts

Weight: 3,410 pounds

1940 price: \$915

Number built: 60,000

THIS CRAWLER TRACTOR introduced for use in row crops was a close relative to the old Cletrac crawlers, as Oliver had bought the Cleveland Tractor Co. in 1944 and continued under the Oliver name.

The small Oliver HG used a Hercules four-cylinder L-head engine with a 3-1/4- x 4-inch bore and stroke. Its advertised speeds were 2.01, 3.19 and 5.24 mph.

Four tread widths were available—standard 42-inch and specials 31-, 60- and 68-inch with a 20-inch ground clearance. The unit was steered by using planetary gears.

In the Nebraska Test, the HG pulled 2,029 pounds at 3.05 mph with a slippage of 5.03%. The unit had a Wico magneto ignition, a Delco-Remy electrical system and a Marvel-Schebler TSX403 carburetor.

The Oliver Farm Equipment Corp. was formed in 1929 from the merger of four companies—the Oliver Chilled Plow Co., Hart-Parr Co., Nichols & Shepard Co. and American Seeding Machine Co.

Later known as Oliver Corp., the company operated until 1960, when it was acquired by White Motor Corp. as a wholly owned subsidiary.

Tractor Puzzler 2: What year did the Oliver Farm Equipment Corp. change its name to the Oliver Corp.?

Marvelous Maude

I drove my first tractor at age 7, and ever since, old tractors have been an important part of my life.

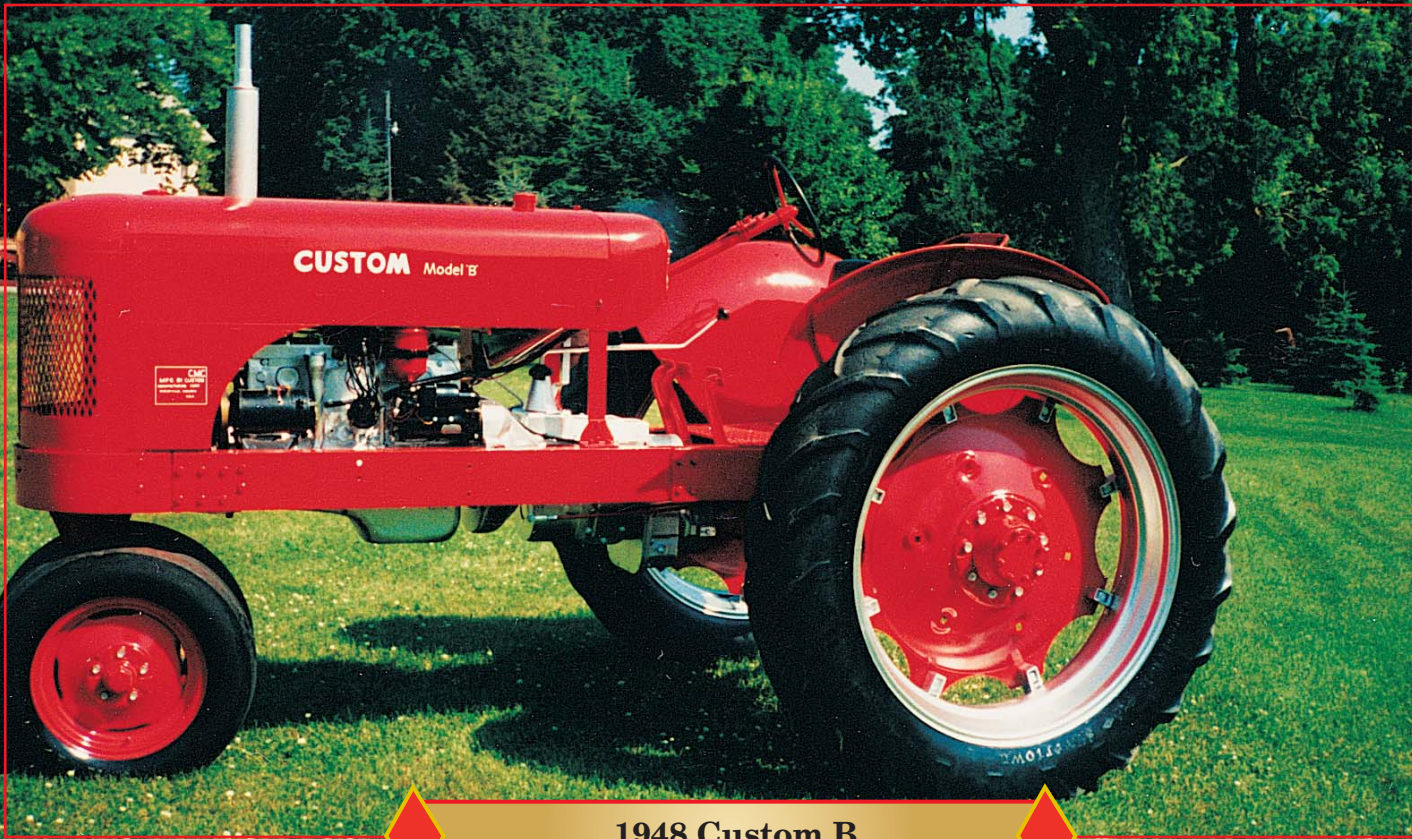
Several years ago, I found an old crawler tractor that I liked a lot and wanted to restore. It was a 1947 Oliver Cletrac HG-68.

For some reason, the person I bought this old crawler from had nicknamed it “Maude”. Of course, not wanting to change things, I kept the name.

I began restoring the HG right after my honeymoon. Fortunately, my new wife was pretty understanding about my other “passion” and knew that this restoration project was important to me.

It took a long 8 months to restore “Maude”, mostly because I had to find many parts that were missing. I also had to refabricate parts that I could not find.

I’m happy with the results and now am in the process of restoring more crawlers. —*Jon Weist, Brookville, Ohio*



1948 Custom B

Custom B

1948

Selected Facts

Weight: 3,450 pounds

Overall height: 71 inches

Overall length: 130 inches

IN 1949, the Custom Manufacturing Corp. of Shelbyville, Indiana offered farmers its four-wheel tricycle tractor. The Custom B was powered with a 25-hp six-cylinder 217-cubic-inch Chrysler engine rated at 1,800 rpm.

The B was made to pull two to three 14-inch bottom plows and had an adjustable rear tread of 56-84 inches and front tread of 8-11.5 inches. Cultivating clearance on the tractor was 25 inches.

Electric starting was a standard feature on the tractor, and the gearbox had four forward speeds and one reverse.

The Custom Manufacturing Corp. also produced the B as the “Lehr Big Boy” for Lehr Equipment Sales in Richmond, Indiana. A version of the B was offered by Montgomery Ward as well.

In 1950, Custom was bought by the Harry A. Lowther Co., also of Shelbyville. By 1953, Custom tractors were being built at Hustisford, Wisconsin by the Custom *Tractor* Mfg. Co. Inc.

Finally, in 1955, the manufacture of Custom tractors came to an end shortly after the Wisconsin company was sold to yet *another* company, this one in Mexico.

Tractor Puzzler 3: What revolutionary feature was introduced on Custom tractors in 1950?

Rod’s Rare Reward

My dad and I like to restore “oddball” and “orphan” tractors. In fact, we have 45 rare ones.

My first restoration project was bringing a 1948 Custom B back to life. I bought this rare tractor in 1994 and finished restoring it in the spring of 1996.

Finding parts for the B was relatively easy because it uses many Chrysler automobile and truck components. The tractor has a Chrysler 218 industrial engine, a Dodge five-speed truck transmission and a 2-1/2-ton Dodge truck rear end.

We now take the Custom B to several antique tractor shows a year. It’s always interesting to see folks walk around it, scratch their heads and wonder what kind of tractor it is.

Many people have never heard of a Custom tractor. And that’s what makes restoring very rare tractors so interesting and rewarding.

—Rod Montor
Forest Lake, Minnesota



1948 Ford 8N

Ford 8N 1947-1953

Selected Facts

Engine: 119.7-cubic-inch Ford
Speeds: Four forward, one reverse
Weight: 2,410 pounds

THE FORD MOTOR CO. introduced the 8N model tractor in 1947. It had over 20 improvements over the 2N, including a four-speed transmission. The tractor also had a mounted implement control system as part of its hydraulics, new brakes and steering gear and a new safety starter.

Horsepower as tested at Nebraska in 1948 rated the tractor at 22.76 on the drawbar and 26.42 on the belt.

The 8N was introduced by Ford on the basis of a “gentleman’s agreement” under which Henry Ford would use Harry Ferguson’s engineering genius and distribution company. But when Ford refused to pay patent royalties to Ferguson for his revolutionary three-point hitch system, that sparked a lawsuit that eventually resulted in Ferguson winning millions of dollars.

Dozens of farm equipment companies made accessories for the Ford N series tractors. Accessories included everything from a drawbar and grease gun carrier to a drill press and grinding wheel run off the power takeoff.

In 1947, there were 18 implements designed for the 8N that grew to 400 different machines by 1952. In 1949 alone, Ford built 103,463 8N tractors.

Tractor Puzzler 4: When Henry Ford died in 1947, how many tractors had been built by his factories?

First Ford Keepsake

My 1948 Ford 8N was bought in Morrisville, North Carolina in 1949 by my father, J.W. Parker. Like many tractors back then, the 8N was purchased to replace mules or horses.

I remember doing a lot of plowing with our 8N and also remember it being a very reliable tractor.

In 1979, I inherited the Ford from my father and eventually decided to restore it for a keepsake. It was the first tractor that I drove with rubber tires and the first tractor my first son drove.

My neighbor and mechanic, Jay Dee Blevins, helped with the Ford restoration, which took only about 8 weeks to complete.

We had few problems finding parts for the tractor. The steering had to be rebuilt and the old paint had to be taken off. But the motor, transmission and rear end were in pretty good shape.

I now take the great-looking 8N to several tractor shows. I think my dad would be proud of my work with it.

—O.L. Parker, Lansing, North Carolina



1940 John Deere L

John Deere L

1937-1946

Selected Facts

Engine: Vertical two-cylinder Hercules

Engine speed: 1,480 rpm

Weight: 2,180 pounds

INTRODUCED IN 1937, John Deere's smallest tractor was put into the general-purpose category by the factory.

Powered by a vertical two-cylinder Hercules engine, the tractor was primarily built for cultivating, towing and use with a single plow. The L had three forward speeds of 2-1/2, 3-3/4 and 6 mph. The engine featured a 3-1/4- x 4-inch bore and stroke.

The Nebraska "test C" for operating maximum load indicated an economy figure of 9.82 hp hours per gallon with an output of 10.42 hp on the belt.

Standard equipment included 6- x 22-inch rear tires and 4- x 15-inch tires on the front. It had an Edison Splitdorf RM series magneto and a Marvel-Schebler TS-13 carburetor.

In 1940, the tractor's power was increased from 9 to 13.1 drawbar hp and redesigned as the model LA.

The L series introduced the concept of having an offset engine and driver positions. This design significantly enhanced the driver's ability to see row crops during cultivation.

Tractor Puzzler 5: What years were the Nebraska Tractor Test Laboratory's tests suspended because of World War II?

Small Tractor, Big Fun

My wife, Sharon, had always wanted a smaller tractor to drive in parades. Luckily, we spotted this 1940 John Deere L a few years ago.

The unrestored tractor did not appear to have been overworked. The brake and peddle bushings, clutch and other high-wear parts were in very good shape. I've restored larger John Deere tractors, so I knew that this L would be no problem.

The little John Deere took about 6 months to get back in tip-top condition. My 7-year-old son helped me scrape the grease and dirt off the surface, then dismantle the tractor.

After I sandblasted and painted all the parts, Sharon and our son pitched in with the reassembly.

We've had lots of fun driving the restored tractor and showing it off in parades. The John Deere L is handy to load into a full-size pickup or small trailer, and now we even have a one-bottom plow and one-row cultivator to go with it!

—Kirk Byarlay, Solomon, Kansas



1941 Co-Op B-2

Co-Op B-2

1940-1942

Selected Facts

Engine: Chrysler six-cylinder flat head

Bore and stroke: 3-1/8 x 4-3/8 inches

Speeds: Four forward, one reverse

APPROXIMATELY 500 Co-Op B-2 tractors were built by the National Farm Machinery Cooperative in Shelbyville, Indiana and sold by Farm Bureau co-op's in the early 1940's.

Using many Chrysler automotive parts, the tractor had a six-cylinder flat-head engine with a 3-1/8- x 4-3/8-inch bore and stroke and 201-cubic-inch displacement. The transmission was an extra heavy-duty New Process with four speeds forward and one reverse.

When World War II broke out, the U.S. government ordered the National Farm Machinery Cooperative to build products for the military. The remaining B-2 tractors were built until parts ran out, then the Shelbyville plant went into full-time war production. After the war, farm tractors were again manufactured by the cooperative. Instead of going back to manufacturing the B-2, however, the cooperative replaced the four-wheel tri-cycle tractor with the four-wheel standard model C. The very rare B-2 was never tested in the Nebraska Tractor Test Laboratory.

Today, Co-Op collectors gather at the annual Co-Op Jamboree hosted by the International Co-Op Club near Shelbyville in Greensburg, Indiana.

Tractor Puzzler 6: In the late 1940's and early 1950's, what farm machinery company marketed its products through the National Farm Machinery Cooperatives, based in Bellevue, Ohio?

'Past-Time' Puller

In my 40 some years, I had never seen a Co-Op B-2 tractor. Then I discovered one that had been in my wife's family for 20 years. I also discovered that the tractor had led a *very* different life for about 10 of those years—as a “contender” in pro stock tractor pulls!

My father-in-law and his cousin had “pulled” this tractor fully decked out with headers, a four-barrel carburetor and turbocharger! In its prime, this fire-breathing “hot rod”—nicknamed “Old Ugly”—ran at 7,000 rpm!

When it was retired, it spent several years just sitting in the woods, where it was overrun with squirrels and mice and *really* became ugly. In 1994, we decided to rescue this 1941 Co-Op B-2 and restore it to its “original” condition.

The lack of parts was the greatest obstacle in restoring the old Co-Op, but now the tractor is a prized possession. It's a bit tamer, but also a great topic of conversation at local antique tractor shows.

—Jim Campbell

Washington Court House, Ohio



1948 Minneapolis-Moline UTC

Minneapolis-Moline UTC

1948-1954

Selected Facts

Color: Prairie Gold

Original price: Around \$1,800

Drawbar output: 26.8 hp

INTRODUCED IN 1938, the U-series Minneapolis-Moline tractors used a four-cylinder engine of overhead-valve design featuring a 4-1/4- x 5-inch bore and stroke.

The UTC cane tractor started production in 1945 as an interesting variation of the U series. It was designed specifically for the demands of raising cane crops and offered the extra-high clearance required for that type of farming. The high-arch front end axle was a primary feature of the tractor.

The UTC carried the same general specifications of the M-M UTS tractor models. Standard equipment included a gasoline engine, but a belt pulley and fenders were not offered as part of the package. It was rated as a 3-4 plow tractor.

Like other farm equipment manufacturers, Minneapolis-Moline turned its attention to military production during World War II. During this time, the company designed and built a tractor for the U.S. armed forces called the ZTX. It had a five-speed gearbox, a top speed of 15.3 mph and a very heavy front grille. Only 25 ZTX model units were built for use in the war effort.

Tractor Puzzler 7: What type of tractor fuel did Minneapolis-Moline pioneer the use of in the early 1940's?

Minneapolis-Moline Anyone?

We have plenty of Minneapolis-Moline tractors to go around—our collection has grown to 85 and they're all under roof.

We belong to an M-M club and attend their meetings twice a year. It's a good way to meet people, talk about tractors and exchange parts.

In 1988, we purchased our 1948 Minneapolis-Moline UTC and restored it in 1990. It was one of seven used for nursery work in Michigan. We've taken it to many tractor shows and drive it in parades.

We also have a 1948 Minneapolis-Moline RTN we purchased in 1992 and restored in 1994. This single-front-wheel tractor came from Oklahoma.

Our collection also includes five Model Z's. They were manufactured from 1936 to 1955. There are several Z's besides ours around this part of the country. Most are still running augers and the like.

—Richard and Martha Lowry
Francesville, Indiana



1942 Case SC

Case SC 1940-1955

Selected Facts

Weight: 4,200 pounds
Engine speed: 1,550 rpm
Carburetor: Zenith, 1-inch

THE J.I. CASE CO. offered the popular S series tractor in three variations—the S standard-tread model, the SO orchard tractor and the SC row-crop style. Designed to handle two 14-inch plows, the SC was also very popular for cultivating.

The tractor, first introduced in 1940, featured a four-cylinder I-head engine with a 3-1/2- x 4-inch bore and stroke and four forward speeds. The Nebraska Tractor Test Laboratory also reported a maximum drawbar pull of 3,166 pounds at 2.29 mph with slippage of 8.88%.

Accessories included an Edison-Splitdorf magneto, Zenith carburetor, 540-rpm power-takeoff shaft and 10- x 38-inch rear tires. Brakes for the tractor were built by Auto Specialties Company.

With the onset of World War II, the J.I. Case Co., based in Racine, Wisconsin, took on military contracts and built thousands of 155mm artillery shells as well as other products for the war.

Tractor Puzzler 8: What two words had been dropped from the J.I. Case Co. name in 1928?

Cares for Cases

Because of my keen interest in Case tractors, I made up my mind that someday I was going to restore one.

Finally, about 5 years ago, I traveled to Wisconsin and found a 1942 Case SC that I thought would look great once it was restored.

After hauling it back home, I discovered dismantling the old tractor was extremely difficult. I had to heat the nuts, bolts and screws to get them out.

Some of the tractor's parts were worn beyond repair, but by luck, I found the last replacement parts in existence in a Wisconsin warehouse.

After taking nearly a year to restore, my SC—with its shiny new coat of Case's famous Flambeau red paint—is a real showpiece. As a member of the Antique Power Club of Alaska, I've taken it to several tractor shows, including one in Fairbanks, 300 miles to the north!

Someday I hope to restore a Case cross mount on steel, a Case L and a single-front-wheel Case VAC.

—Fred Stauber, Anchorage, Alaska



1948 Massey-Harris 30



Massey-Harris 30 Row-Crop

1947-1953

Selected Facts

Engine: 162-cubic-inch Continental

Engine speed: 1,500 rpm

Weight: 3,770 pounds

THE VERY POPULAR Massey-Harris 30 was introduced in 1947. During its production run, ending in 1953, over 32,000 units were sold.

The tractor featured a five-speed transmission and was equipped with a four-cylinder 3.43- x 4.37-inch bore and stroke Continental Red Seal L-head engine. At 1,500 rpm, the engine produced 20.6 hp.

Five forward speeds were offered on the 30 with 12.5 mph being reached in high gear. The tractor also featured a device that would bypass the tractor's governor at 1,500 rpm and allow the engine to run at 1,800 rpm in high gear or hooked up to a belt producing 30.1 hp.

Like other Massey-Harris tractors, the 30 was also equipped with "Velvet Ride", a padded driver's seat with a spring suspension. This design eased the discomfort felt after many hours spent in the field.

The tractor was designed with a two-plow capacity in mind and available in tricycle row-crop or standard models. It was one of six new tractors introduced by Massey-Harris in 1947.

Tractor Puzzler 9: What radical tractor design did Massey-Harris try to incorporate nearly 30 years ahead of its time?

Loves Old Iron

When I was 8 years old, I learned to drive on our 1936 John Deere B tractor. Ever since then, I've loved old things, especially antique tractors.

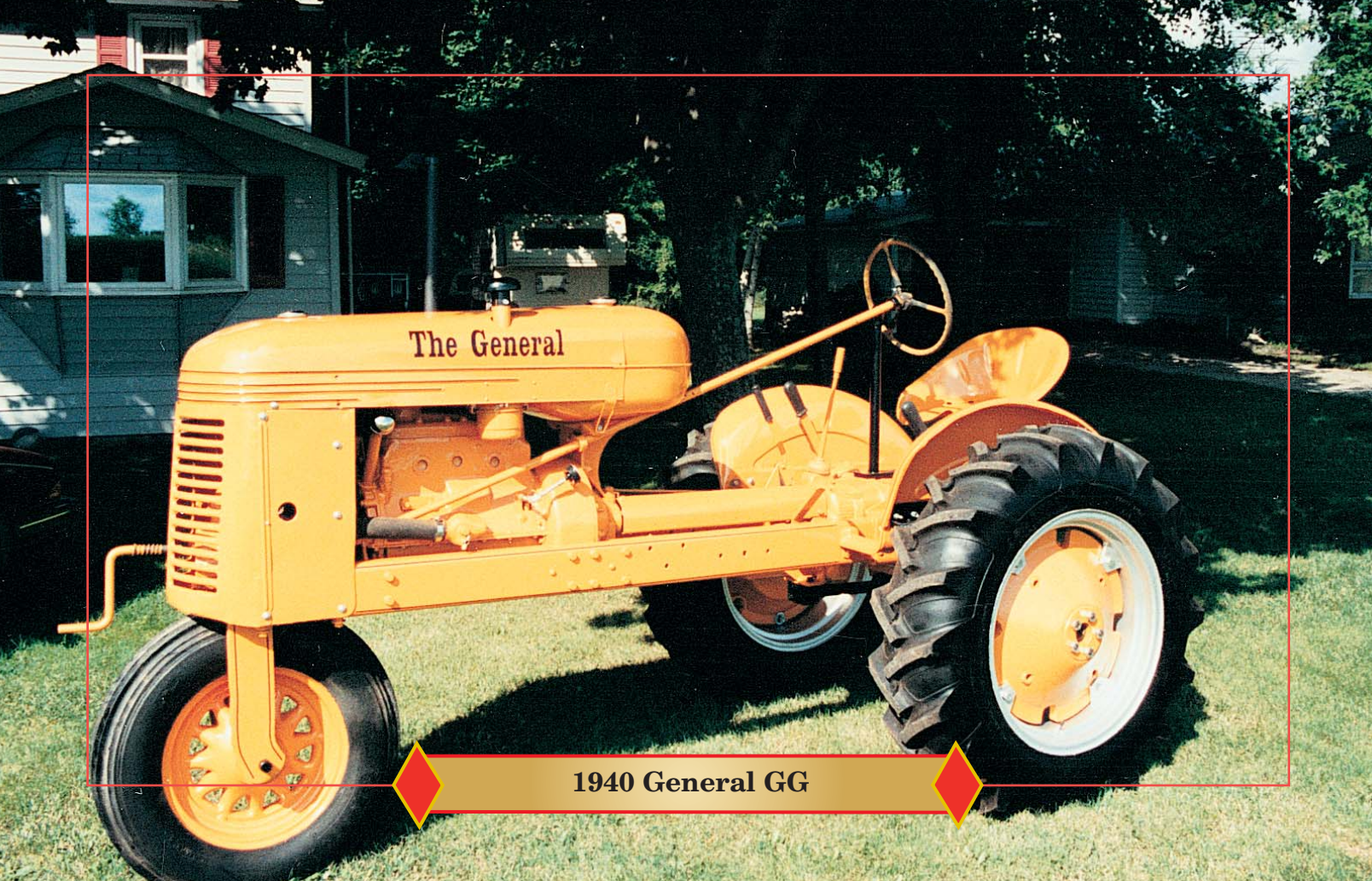
Currently, I have 13 Massey-Harris tractors in various stages of restoration and really enjoy working on them.

One tractor I bought and restored was a 1948 Massey-Harris 30 that had been sitting unused on my neighbor's farm for many years.

My neighbor had ordered the tractor new in 1948 with a two-bottom plow and a two-row cultivator. He also used it a lot with a baler. Luckily, when I bought the Massey-Harris from him, the cultivator was part of the deal.

After I re-bored the engine, sand-blasted the body, put a new set of tires on it all around and repaired the clutch and radiator, the 30 was as good as new. The restoration took about 8 months.

—Byron Kompelien
Cottonwood, Minnesota



The General

1940 General GG

General GG

1938-1941

Selected Facts

Engine: Hercules IXA-3 four-cylinder

Engine speed: 1,400 rpm

Original price: \$595

THE CLEVELAND TRACTOR CO. introduced its General GG tractor in 1938. This tractor's design was a radical departure for a company that was known more for its crawler-type tractors. Between 1917 and 1944, Cleveland built its famous Cletrac crawlers that were offered in many models of various horsepower and track widths.

Cleveland offered its only wheel-type tractor with a Hercules four-cylinder 3- x 4-inch bore and stroke engine with three forward speeds. Operating weight was 3,115 pounds.

Standard equipment included 9- x 24-inch rear tires and one 5.50- x 16-inch tire up front. Among accessory items were a Wico C1113B magneto, a Tillotson YC2A carburetor and a Hercules-Handy governor.

The Nebraska test for maximum belt load reported an economy of 8.79 hp hours per gallon of fuel against 19.29 brake hp. In second gear, the GG rated at 10.38 drawbar hp.

In 1944, the Cleveland Tractor Co. was purchased by the Oliver Corp. Oliver continued to build the Oliver-Cletrac crawlers at Cleveland until 1960.

Tractor Puzzler 10: After 1941, what company is thought to have sold the General GG design with a slightly larger engine?

General Restorer

I like restoring unusual and hard-to-find tractors. When I found a rare 1940 General GG tractor, it had been sitting under an apple tree for 20 years!

I grew up on old Olivers, and the General is related to them as a result of mergers and acquisitions years ago. With that in mind, this little 18-19-hp tractor was a joy to restore and well worth the effort.

Someone had installed the wrong magneto, so it wouldn't run right. And by the time I got hold of it, the rings in the little Hercules engine were seized up and the head had warped a little.

We milled the head out and used new head bolts. Almost a year later, after lots of sanding, scraping, painting and new tires, the restoration was complete.

The ol' General now performs admirably in pulls at antique tractor shows. Then it draws lots of curious folks who ask me all about it!

—Vince Wieferich
Shepherd, Michigan



1947 Allis-Chalmers WC



Allis-Chalmers WC (Restyled)

1933-1948

Selected Facts

Fuel: Gasoline or distillate
Engine: Four-cylinder I-head
Engine speed: 1,300 rpm

BIG NEWS came out of the Allis-Chalmers Mfg. Co. tractor factories in West Allis, Wisconsin in 1938. The model WC rolled off the assembly lines restyled with a new rounded hood, radiator shell, fuel tank and shell fenders.

Perhaps the most important addition to the new models over previous versions was an electrical system with a starter and lights. Other welcome changes were new rear wheels with four tread settings and an increase in rear tire size.

Several versions of the restyled WC were offered, which included the conventional dual-front, single-front wheel, wide-front axle and high-clearance. An adjustable-front axle appeared in 1947.

In 15 years, a total of 178,202 WC tractors were produced in West Allis, establishing Allis-Chalmers as a major tractor manufacturer.

In the 1940's, the company was deeply involved in the war effort, manufacturing a wide variety of military machines and components.

One project built for the Marine Corps was a high-speed M-50 tractor equipped with a .05-caliber spotting rifle and six 106mm recoilless rifles designed to destroy tanks. Three quarters of the AC tractor-engineering department worked on this project around the clock, producing a running prototype in only 6 months!

Tractor Puzzler 11: At its peak, how many people did Allis-Chalmers employ at its West Allis, Wisconsin industrial complex?

Sentimental Journey

For mostly sentimental reasons, I wanted to restore a 1941 Allis-Chalmers WC. I grew up with one on our farm near East Berlin, Pennsylvania.

Finally, after a long unsuccessful search, I found and settled for a 1947 model in pretty bad shape. It had been sitting behind a building at a local equipment dealer.

For \$500, the dealer delivered the WC to my shop in the summer of 1993. There I took it apart bolt by bolt, sand-blasted all the parts, gave it a good coat of primer and painted it the proper Persian orange.

The restoration took the rest of the summer, but I finished it just in time for our local steam engine and antique tractor show in the fall.

The WC is now a regular in my hometown's holiday parade and gets plenty of attention at the annual tractor shows we attend.

I'm glad it's bringing back many memories for all to enjoy.

—Joseph Dellone
Dallastown, Pennsylvania



1948 Cockshutt 30

Cockshutt 30

1947-1950

Selected Facts

Engine: Buda four-cylinder I-head

Engine speed: 1,650 rpm

Weight: 3,609 pounds

ALTHOUGH the Cockshutt Plow Co. of Brantford, Ontario was primarily a manufacturer of plows, it did market several different tractor models as well.

In 1947, the Canadian company unveiled a continuously running power takeoff (PTO), which kept the tractor's implements running even if the tractor was not moving forward. This system, although difficult to design, was very innovative and required a separate drive shaft and clutch system.

The Cockshutt 30 was sold in the United States as the National Farm Equipment Co-Op E-3 model or as the Farmcrest 30 tractor. Specifications included a 3-7/16- x 4-1/8-inch bore and stroke four-cylinder engine. It was advertised as having speeds of 2.5, 3.6, 5 and 10 mph. The 30 was sold with 11- x 38-inch rear tires and 5.5- x 16-inch tires on the front.

In Nebraska tests, the tractor produced 21.7 drawbar hp and 30.3 hp on the belt. The Cockshutt 30 was the first Canadian tractor to be tested by the Nebraska Tractor Test Laboratory.

Tractor Puzzler 12: In February 1962, Cockshutt was purchased by which company?

It's a Winner

I was 15 years old when I found a 1948 Cockshutt 30 half-buried in a junkyard.

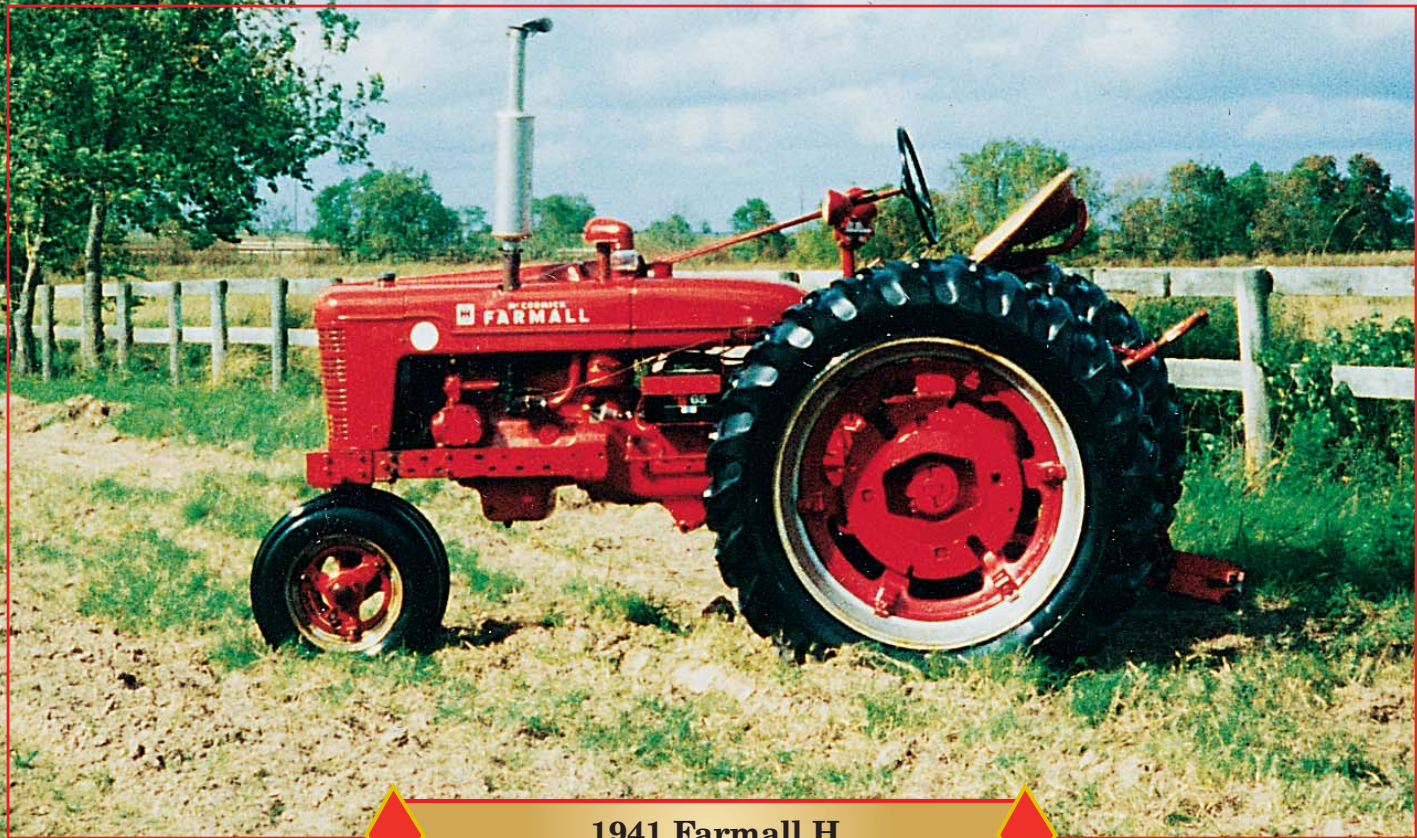
The thing was really interesting to me. I had never heard of the Cockshutt Co. before and was curious to see what the tractor would look like restored. That's when I decided I wanted to restore the 30 as a 4-H project.

After I paid only \$50 for the tractor, I had the difficult task of retrieving it from its living prison. It took me 3 hours just to cut a path through the thick brush it was entangled in to get to the remains of the old tractor.

Much of the 30 was beyond repair, so I had to get parts off other old tractors. After taking 9 months to restore, my 1948 Cockshutt 30 was a sight to behold.

The tractor was a great 4-H project and has won a number of prizes, including the Grand Champion ribbon at the Blue Earth County Fair!

—Darrin Gens, Madelia, Minnesota



1941 Farmall H



Farmall H

1939-1953

Selected Facts

Engine: IH four-cylinder I-head

Engine speed: 1,650 rpm

Weight: 5,550 pounds

THE FARMALL H was introduced by International Harvester in 1939 as one of the tractors designed by Raymond Lowery. He brought the concept of “styling” to factory assembly lines, cleaning up the design and appearances of machinery. Even dealerships and IH’s corporate logo were affected. He raised exhaust pipes to clear operator’s heads, moved pedals and levers for easier reach and made distinctive radiator grilles.

The 24-26-hp H was a two 14-inch-plow row-crop tractor designed with a panel that was removable from the grille so a lever could adjust Farmall’s shifting gang cultivators.

Nebraska tests in second gear reported that at a speed of 3.25 mph, the Farmall H pulled a load of 2,211 pounds with a slippage of 4.83% and a yield of 9.48 hp hours per gallon of gasoline.

The H could be equipped with either a distillate-gasoline engine or a high-compression engine for operation on high-test gasoline. The H was also available in a cane farming version with a clearance of 30-1/2 inches.

Tractor Puzzler 13: Standard-tread versions of the Farmall H introduced in 1940 were known as what model?

Back in the Fold

I was shopping around to buy my first tractor back in 1986, when a friend told me about one for sale in the little town where my grandparents lived most of their lives.

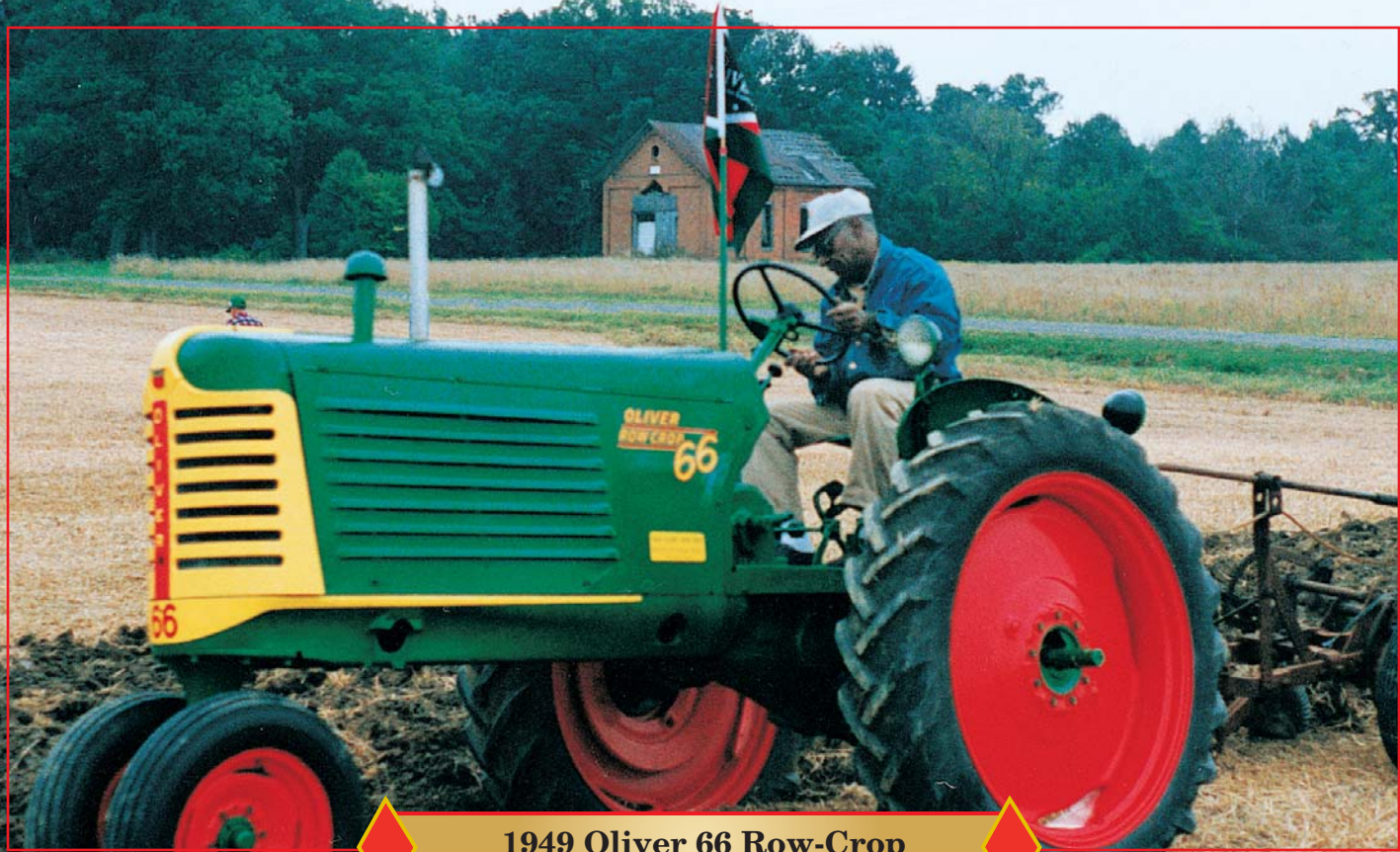
Upon seeing the tractor—a classic 1941 Farmall H—many childhood memories of my grandparents’ farm came back to me. My feelings were so strong that I bought the tractor on the spot and took it home.

A year later after much work, I was proud that I had turned my first restoration into a real showpiece.

Later that year, I asked the Farmall’s previous owner if he had any implements to go with the tractor. The elderly man told me I’d have better luck talking to the original owner.

To my complete surprise, I found out the original owner was none other than my grandfather! Needless to say, Grandpa, now 90, was thrilled to learn I had the same tractor he once owned!

—Robert Grudziecke, Waller, Texas



1949 Oliver 66 Row-Crop

Oliver 66 Row-Crop

1948-1954

Selected Facts

Weight: 3,193 pounds

Engine speed: 1,600 rpm

Drawbar output: 16.81 hp (Nebraska test)

THE OLIVER CORP. of Charles City, Iowa introduced a new Fleetline series in 1948 as part of its centennial celebration. The new and improved 66, 77 and 88 models replaced the 60, 70 and 80 series.

All three new models had the same basic design, with many interchangeable parts. Model styles included high-clearance, single front wheel, dual front wheels, orchard and industrial with standard rear treads. Hydraulic hydraulics were added in 1949.

The Oliver 66 was the smaller of the three and could pull one or two plows. Standard equipment included Oliver's own four-cylinder I-head high-compression engine with a 3-5/16- x 3-3/4-inch bore and stroke and a 129-cubic-inch piston displacement.

It had a Delco-Remy electrical system on board and a Marvel-Schebler TSX363 carburetor. The 66 had six forward speeds and was rated 22.14 hp on the belt in Nebraska Tractor Tests.

Tractor Puzzler 14: James Oliver, inventor of the chilled plow in 1855, immigrated to America from what country?

Double-Duty Tractor

A few years ago, I bought a 1949 Oliver 66 Row-Crop that my wife and I restored. We learned this tractor was one of the first made after the strike in 1949.

After restoration, we exhibited the 66 at 13 Ohio antique steam engine and tractor shows in 1 year! At the Dover show, I belted a saw to the tractor pulley and cut wood for the steam engines.

The saw has a 3-inch blade on a mandril that I redesigned. The original design required wood to be lifted by hand up to the blade.

My design uses ball bearings to move the table into the saw and stainless steel pulleys attached to the rear of the table with cast-iron window weights to return the table to the starting position.

I also use the tractor/mandril assembly to cut wood for our two wood-burning stoves. I just set the Oliver on low and it powers that saw through any wood! —Robert White, Columbus, Ohio



1946 Silver King Four-Wheel Standard

Silver King Four-Wheel Standard

1935-1956

Selected Facts

Engine: Continental

Engine speed: 1,800 rpm

Weight: 3,200 pounds

SILVER KING TRACTORS were known for their compact size, maneuverability and speed. They were built by the Fate-Root-Heath Co. of Plymouth, Ohio beginning in the early 1930's. Initial models were called "Plymouth", and then in 1935, the tractors were renamed "Silver King".

The Silver King Four-Wheel Standard had a rear tread adjustable range of 44-72 inches. Its front tread measured 48 inches. The tractor's wheelbase measured 66.25 inches. Its overall height was 66 inches and overall length was 114 inches.

A power takeoff was optional on the Standard, and the 162-cubic-inch Continental power plant was rated at 1,800 rpm. The Standard's rear tire size was 11 x 28 inches while the front tires measured 6.5 x 16 inches.

The 20-25-hp tractor was outfitted with four forward speeds and one reverse. This little Silver King tractor could whip down the road in high gear at an amazing advertised speed of 21.6 mph.

In 1956, Silver King was bought by the Mountain State Fabricating Co. of Clarksburg, West Virginia, where production on the tractor soon fizzled.

Tractor Puzzler 15: What two Silver King features were adopted from automotive design?

King of Fun

Dad had two Silver Kings on the farm when I was growing up, and we thought the world of those tractors.

After I retired, I wanted to rekindle that love of Silver Kings, so I took on the challenge of restoring a 1946 Silver King Four-Wheel Standard. And it *was* a challenge.

This fairly rare tractor was a basket case. Its hood was smashed, there was major damage to the grille and it didn't have any fenders—just to name a few problems.

After I spent nearly 2 years scrounging around for parts, re-manufacturing parts and getting help from friends, the little tractor is as good as new.

Now I drive in parades and take it to shows, including the Annual Silver King Festival in Plymouth, Ohio. I also use it as a tug tractor in antique tractor pulls.

This Silver King brings back many good memories. I know I'll never sell it—I'm having too much fun!

—Dick Wittibslager

Old Iron Is Worth Restoring

A couple of piles of rusty steel,
A rotted tire, a broken wheel—
All the old parts were there in the grass
Till one day when I just happened to pass.

That “junk” reminded me of ’42—
Pa bought the same model, only spankin’ new.
The wheels were yellow and the body green;
It was the slickest tractor ever seen.

For this old wreck the price I’d pay
Was to get my truck and haul it away.
Some pieces were broke, others just bent...
Sorting and cleaning was time well spent.

The pistons I soaked, but strain as I might,
They wouldn’t budge and stayed frozen tight.
Finally the rods moved and I felt some slack.
Freed up the engine? Nope—pulled out my back!

Parts that I needed were not to be found.
On trips we shopped every scrap yard around.
The wife was patient, but I’d tell from her frown,
She’d rather have been on the good side of town.

Little by little, things fell into place...
Our yard was cleaned up, no more a disgrace.
A new radiator and gears moving free,
And once again I got to bed before 3.

My records don’t indicate all that I spent—
Boy, if they did, I’d be forced to repent.
Now that it’s finished and looks just like new,
I’ve started to seek one more tractor to do.

This first one was worth every cent that I paid—
Now I’ll be leading the Fourth of July parade!

—*John Domeny, Rogersville, Missouri*

Now, Let's See *Your* Tractor!

IF you haven't yet sent word to *Farm & Ranch Living* about *your* Old Iron project, we'd sure like to hear from you! We're looking for stories about all kinds of tractors—rare tractors, prize-winning tractors or simply the tractor near and dear to your heart...you name it.

Whatever your story, please remember to send along a good clear photo or two of the tractor (before and after restoration if possible). We can't print everything we receive, but we're always looking for more material.

One day you may find *your* tractor in the latest issue of *Farm & Ranch Living*. And who knows...it just might make it all the way to the next edition of *The Best of Tractor Talk!*

If you'd like your material back, just enclose a self-addressed stamped envelope. Thanks! Mail stories and photos to:

"Tractor Talk"
Farm & Ranch Living
5925 Country Lane
Greendale WI 53129

Tractor Puzzler Answers

1. Ford Motor Co.
2. 1944
3. Gyrol Fluid Drive
4. 1.7 million
5. 1942-1945
6. Cockshutt Farm Equipment Co.
7. Liquefied petroleum gasses (propane or butane)
8. "Threshing Machine"
9. Four-wheel-drive
10. B.F. Avery
11. 17,000
12. Oliver Corp.
13. W-4
14. Scotland
15. Electric starters and lights

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