

WESTERN CANADA INTERNATIONAL HARVESTER COLLECTORS
CHAPTER #38 MEMBERSHIP APPLICATION

The Western Canada International Harvester Collectors Club is dedicated to the collection, restoration and exhibition of the International Harvester Corporation; its machinery, legacy and contribution to global markets.

Please fill out this form along with submitting the appropriate club dues, which include the fees for the National portion of your membership. **Single Annual Membership Fee is \$45.00; Partner or Family Annual Membership Fee is \$55.00.**

The fees are due in February each year in order to maintain membership and uninterrupted receipt of the Harvester Highlights Magazine, the Chapter 38 Newsletter and the Member's Roster List that is updated and printed annually.

Upon completion, please return this form including Fees payable to:

Western Canada IHC, Chapter 38
c/o BARB BENDER,
P.O. BOX 98, STN.MAIN,
WHITE CITY, SK. S4L 5B1

Date _____ Dues submitted \$ _____

Name _____
(First) (Last)

Partner _____

Family member(s) _____
(if needed, please list more family members on back of this page)

Address _____ Town/City _____

Province _____ Postal Code _____ Country _____

Phone: Home: _____ Cell _____ Fax _____

Email _____

We collect the following IH Products: Tractors _____ Trucks _____ Equipment _____ Tools _____
Memorabilia _____ Toys _____ Dealer Literature _____ Other IHC _____ (List on back)

Office use: New _____ Renewal _____ Membership Number _____ Date Fees received _____ for member year ending _____
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Privacy Policy:

Chapter #38 will not sell or disclose your personal information to outside sources requesting any information including your name, address, or email address or as required by law. Your personal information will be shared with the International Harvester Collectors Worldwide located in Park Ridge, IL, USA. No credit information is collected. Your privacy is important to Chapter #38. By signing this application form you agree to the Chapter #38 Privacy Policy. Updates to this policy will be in the Policy Book as revisions occur. Your membership card will be mailed out upon approval and acceptance of payment.

Please feel free to include additional cash donations toward assisting Chapter #38 to maintain an active IHC Club.

Signed _____



Chapter 38 IH Legends

Newsletter

October November December 2013



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INSIDE THIS ISSUE:

- PRESIDENT'S MESSAGE
- VICE PRESIDENT'S VIEW - FROM THE PARTS COUNTER
- FROM THE MEMBERSHIP SECRETARY
- PUBLISHER'S REMARKS
- EDITOR COMMENTS
- TRACTORS AND EQUIPMENT - Member Profiles, Articles, Tech Tips and Buy/Sell Classifieds
- TRUCKS - Member Profiles, Articles, Tech Tips and Buy/Sell Classifieds

WEBSITE: www.ihc38.com

Welcome New Members!

Jeff Bobbie, Susan Strelloff and Gracie Bobbie-Strelloff



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PRESIDENT'S MESSAGE

Since our last report most farmers should have completed harvest, another record for western Canada. If IH was still manufacturing and selling IH tractors and machinery we can only imagine what they would look like, operate like, and how many there would be out there.

Of the many companies that started out in the farm machinery business, only about three are still in business...John Deere, Case New Holland, and one manufacturer, Agco, for makes like Massey Ferguson, White, Oliver etc. Whether or not Caterpillar should be mentioned or not is a question mark, as Agco builds their farm machinery. The whole spectrum has been reduced to three manufacturers.

Are we sure this is really progress? Thankfully Navistar is using the International name and we are able to recognize these big rigs of IH parentage and get a feeling of pride as these trucks represent their parentage very well.

I did manage to miss the vintage combines working at home as Marlene and I have been travelling for the past month or so. We left home on September 14 with a tour company from Brooks, Alberta and for the next 24 days travelled by bus from Saskatchewan to the Maritimes and Atlantic Canada. Newfoundland prefers to be called Atlantic Canada instead of part of the Maritimes since they are becoming more important oil producers. At one point in Newfoundland we were closer to Ireland than we were to Sask. It was a simply wonderful trip, and our bucket list now includes a trip back to stay in PEI for a month or so.

We flew home from St Johns, Nfld, to repack and head for Arizona and another bus trip from Lake Havasu City to NE Arizona to visit Canyon DeChelly and Monument Valley. Canyon DeChelly is presently home to the Navajos, and life on their reservation can be traced back to the time of Christ's birth. Also part of the same reservation contains Monument Valley, where many of the John Wayne movies were filmed. These Navajo's are educated, well spoken, story tellers, craftsmen and proud of their heritage. Some of them have College degrees in anthropology, geology, the humanities and business. All in all we were impressed and really enjoyed the history, geology and people in that part of Arizona.

By being away from home for so long, we did miss a few auction sales across the prairie provinces, that had some IH jewels for sale. I am happy to see some Ch 38 members were able to post their purchases on our web page. I did manage to purchase a 400 gasser at Paul Lakeman's sale at Balgonie, only to find out it needs a clutch, but it sure does run very smooth, you just have to start it in gear, go through the gears with the throttle and take it for a ride.

Lyle and Linda Garrett, with Marlene and I went to view the Estate of John Wythe's auction pieces a week before the sale. We met his wife and family as they were laboring getting more things running every day and getting them presentable for the auction. I didn't make it to the sale but bid on line and was successful in getting a Farmall 200. The intention was to use this 200 as a donor tractor for the one I will be restoring, but it has a lot less hours than my first one, so who knows, there may be a flip flop for the restored tractor. There were certainly a few deals at that sale, a beautiful Loadstar with the optional cab dress up package went for only \$1200.00; a WD 40 restored but needed paint and a TD 40 that was restored and painted that were in the area of a

steal. I don't know why these big items sometimes sell very poorly, maybe it is the equipment needed to haul them. Sometimes it is very tempting to press the bid button when these things are happening.

I did take the 403 out with the intention of trying to put through about 145 acres of heavy durum. The feeder house on this machine is very rusty and to get durum into it you have to push it pretty good, resulting in it working very hard. Well about the third time the tank was filling, the engine was running about 200 degrees and the top rad hose blew. I did get it taped up so I could run it again, but chose to clean the 403 up and put it back in the shed, as the remainder of the hose as well as the other one are pretty rotten, then just drain it down and leave it until next year. Those are special hoses (not surprised) 2" on one end and 2.25 " on the other end, so I may have to make something up from hose pieces and exhaust tubeing.

This past weekend, here in Lake Havasu the firemen hosted a pumpkin patch for the children of the community. This small show had many displays promoting agriculture and they had a vintage tractor display. This display had about 10 tractors, some Farmall cubs a Farmall A and a B. I met the guys that own the tractors and they happen to live right here in Lake Havasu, so I now have a contact to talk tractors with in the winter.

In conclusion, Marlene and I would like to wish all Ch 38 members and their families a Very Merry Christmas and a Happy New Year.

Darald Marin

PS Mark your calendars:

2014 Winter convention, February 27 28 March 1
Michigan City, Indiana www.ihcc33.org

2014 Red Power Roundup Ch 21 June 26 27 28/2014
Huron, SD

VICE PRESIDENT'S VIEW - FROM THE PARTS COUNTER

A reminder! As we plan our projects for the winter, we look ahead to our next show in North Battleford, Saskatchewan at the Western Development Museum, August 9 and 10, 2014.

Hoping to see you all there!

As we close out this quarter of the year, Sharon and I want to wish our Harvester friends a Happy Holiday Season and the Best for the New Year!

Gary Algot

Editor's note: Gary offered the following IH memorabilia for this month's newsletter - an in-flight menu from a special dealer facilities tour, and Christmas Cards received from IHC.



It is our belief that every customer is entitled to and shall receive two distinct services . . . one from the product itself and the other from the organization back of it.

Let the IH symbol be your guide when you need the products International Harvester builds . . . International Trucks, International Construction and Industrial Equipment, Farm Tractors and Farm Equipment, Baler and Binder Twine.

You buy with confidence when you buy—

INTERNATIONAL HARVESTER

I. H. RED CARPET TOURS



IN FLIGHT MENU

CHUCKWAGON MENUS FOR INTERNATIONAL HARVESTER ROUNDUP TO EAST MOLINE AND ROCK ISLAND

"HYDRO" HOST BAR SERVICE (ANY SPEED DESIRED)

"66 SERIES" WINE WITH MEALS

DINNER A LA FARMALL

"MULTI-RANGE" SALAD (TOMATO AND CUCUMBER SALAD)

"IH RED BRAND" TENDERLOIN STEAK

"NEW GENERATION" GREEN BEANS

"UNIFORM CUT" BABY CARROTS

"400 CYCLO" POTATOES PARISIENNE

DESSERT

"TURBO" A LA PEAR HELENE

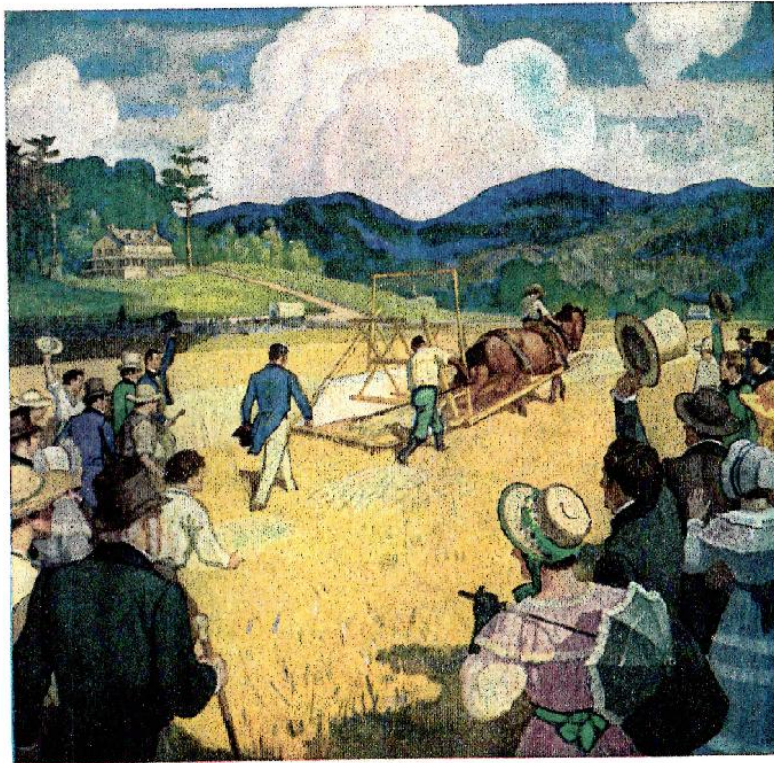
"HYTRAN" HOST BAR SERVICE

PRE-ARRIVAL LUNCH

"ROCK ISLAND COLD PLATE" (with all wheel drive salads)

Dyna Life Dessert

Corn Binder Liqueurs



THE WORLD'S FIRST REAPER—PUBLIC TEST OF
CYRUS HALL MCCORMICK'S INVENTION, STEELE'S TAVERN, VIRGINIA, JULY, 1831.

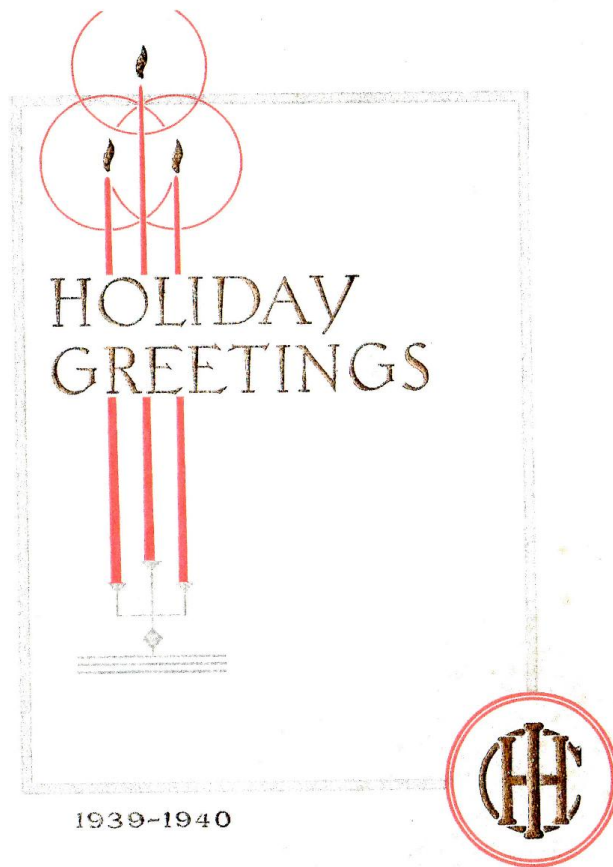


IT is my pleasant privilege to send you the cordial holiday greetings of our Company's Officers and Directors as well as my own—A Merry Christmas and a Happy New Year to you and your family.

We hope you will join with us in celebrating throughout 1931 the one hundredth anniversary of Cyrus Hall McCormick's invention of the reaper—the pioneer machine that marked the beginning of the new agriculture and of the implement industry.

Well knowing with what courage and energy you have faced the business problems of the past year, we count upon your co-operation as a vital factor in meeting both the difficulties and the opportunities of the year to come.

P. J. Haney



The Holiday Season

Is Not Complete

Until We Wish You and Yours

A Joyful Christmas

And a Happy and Prosperous New Year

International Harvester Company of Canada
Limited

Handwritten signatures of R. D. Phillips and D. H. Lindsay.

FROM THE MEMBERSHIP SECRETARY

I am very pleased to report that Chapter 38 now has 314 current members, including 224 Primary members and 90 Associate members. This year has been a pleasure for me to have had contact with so many members and I treasure the fellowship with everyone.

Renewals have started to arrive for next year, and I am already really looking forward to more mail. Chapter 38's year end is February, so the dues are due by this coming February to maintain membership. I am ready to work for you now that summer seems to be gone, so please don't hesitate to remit early if this works for you because it will help me.

I wonder what everyone thinks of the Membership Roster List. I am asking for your comments please when you send your renewal. Or email me at benderbarb@sasktel.net Please let me know if you would prefer a "complete new membership list" each year or if you would be happy with just "the additions of new members and changes in addresses etc". to attach to the list you presently have. I will be happy to do either. I assume lists are wanted, but please advise me if you don't want one. With mention of the Membership list, there are some known errors on the last Membership Roster List that I wish to correct with my apology to everyone.

Please check and correct the email addresses for the following Primary members:

Alberta:

Steve Goacher - sgoacher@telusplanet.net

Clayton Kucherawy - clayton@cdamail.net

Jerry Rittwage - konpec@shaw.ca

Saskatchewan:

Ron Caswell - re.caswell@sasktel.net

Herb Jansen- herbandloisj@hotmail.com

Carl Lundberg, Turtleford, SK: telephone # should be 306-845-2311

Ontario:

Robert Skerritt - bm.skerritt@gmail.com

I am looking forward to receiving your renewals and to another Chapter 38 IHC meet which will be in North Battleford next summer. In the meantime, please know I often think of everyone (more than you can know) when I am working with the Membership list.

Respectfully,
Barb Bender

IN MEMORIAM: Remembering respectfully members & families:

Allan McBay, Caledonia, ON (September 8, 2013) survived by his wife Barbara and their son and daughter and families.

Submitted by Barb Bender
Membership Secretary

PUBLISHER'S REMARKS

Publisher Ken Wood sends along two fine examples of historical literature supporting the IH sales teams. See the entire documents at our website newsletter location:

<http://www.ihc38.com/news.html>

McCORMICK-DEERING

W-4 W-6 WD-6
DIESEL

W-9 WD-9
DIESEL

Standard
TRACTORS

DISTILLATE, GASOLINE, AND DIESEL

The McCormick-Deering W-9 distillate-gasoline standard tractor with pneumatic tires.

QUALITY TRACTORS FOR MORE THAN THIRTY YEARS



A FEW GENERAL REMARKS ADDRESSED TO THE PROSPECTIVE TRACTOR BUYER

AS a recipient of this catalog we take it for granted you would like some information on the McCormick-Deering line of Standard tractors. We say "line" because in the "W" tractor series there are 5 models—and 3 sizes—and 3 types of engine to choose from. McCormick-Deering really gives you a choice!

First, you can choose the size you want—2-plow, 3-plow, or 4-plow. Then you can choose the type of engine you want—distillate, high-compression straight gasoline, or full Diesel. You can have either a distillate or high-compression gasoline engine in all three sizes and you can have full Diesel in the 3-plow and 4-plow sizes. There's a model to suit everybody!

In all models there's a range of traveling speed to suit everybody, too. Four field speeds and a high road speed for moving and hauling. These five transmission speeds, in combination with adjustable governor control of engine speed throughout the working range, give ideal operating flexibility and economy.

These tractors have many other features contributing to high-grade performance, operator comfort and convenience, and long, troubleproof service. Check them over in this catalog; then ask your local McCormick-Deering dealer to demonstrate them for you.

(Note: If you are interested in Farmall or Orchard and Grove or International crawler tractors we'll be glad to send you literature on those lines.)



THE McCORMICK-DEERING

W-4



The McCormick-Deering W-4 tractor, equipped with 9 $\frac{3}{4}$ -inch belt pulley and pneumatic tires.

A TWO-PLOW TRACTOR
HIGH COMPRESSION OPTIONAL
FIVE FORWARD SPEEDS

If you figure a two-plow tractor is about right for your operations you can put a W-4 on the job with entire confidence in its ability to do your work faster, better, and cheaper than ever before. The regular W-4 distillate-gasoline engine sets a high standard of "combination" efficiency—and if you want a high-compression engine for gasoline operation exclusively you can have it as an optional feature. The choice is yours! And think of the drawbar efficiency you get with five forward transmission speeds and full governed control of engine speed throughout the entire working range. Here is performance and economy such as you've never had. Numerous basic features and up-to-date improvements are illustrated and described on following pages. Check them carefully!

Starting out with the W-4 in the morning, here is approximately what you can figure on getting done by quitting time at night: plow 7 to 12 acres; tandem-disk 25 to 30 acres; seed (10-foot drill) 35 acres; harrow (peg tooth) upwards of 70 acres; harvest (tractor binder) 30 to 35 acres; combine

(depending on cut) 10 to 25 acres; and field-cultivate 20 to 25 acres. On the belt the W-4 will handle a 22-inch thrasher in average conditions, medium-size hammer mill, ensilage cutter, etc. Fuel consumption with the W-4 will run from 15 to 20 gallons a day.

**Here's what the
W-4
will do in a day**

THE M'CORMICK-DEERING

W-6



Model W-6 standard tractor equipped with pneumatic tires.

**A THREE-PLOW TRACTOR
HIGH COMPRESSION OPTIONAL
FIVE FORWARD SPEEDS**

EVERY good feature of the W-4 is duplicated in the W-6 but on a larger scale. Here is power to pull three stubble plows, drive a 28-inch thresher, or pull a 10-foot field cultivator. The W-6's $3\frac{1}{8}$ by $5\frac{1}{4}$ distillate-gasoline engine has all the fuel-saving characteristics of the W-4 engine, with the same high power output per gallon of fuel consumed—and is likewise available with higher compression and cold manifold for operation on gasoline exclusively as fuel. Quick adaptability to varying drawbar requirements, including high-speed hauling (with pneumatic tires), is assured through the five-speed transmission and adjustable governor. Here is a tractor that is a delight to handle and a comfort to own. Details of construction are given on the pages following.

**And here's
what you can
accomplish in a
day with the W-6**

On cold spring and fall days or under the hot sun of harvest time you adjust the radiator shutter accordingly and work right along at sustained speeds until supper time—with these results: plowing, 9 to 13 acres; tandem-disking, 30 to 40 acres; drilling (14-foot), 40 to 60 acres;

field-cultivating, 30 to 40 acres; and harrowing (peg tooth), 80 acres and up. On the belt the W-6 will handle a 28-inch thresher in average conditions and the larger-size hammer mills, snailage cutters, etc. Fuel consumption per day, 20 to 25 gallons.

THE McCORMICK-DEERING

WD-6

DIESEL



The McCormick-Deering WD-6 Diesel standard tractor, equipped with 11-inch belt pulley and pneumatic tires.

**A THREE-PLOW TRACTOR
... DIESEL-POWERED FOR
MAXIMUM FUEL ECONOMY**

THE McCormick-Deering WD-6 is practically the same tractor as the W-6 except for the engine. The WD-6 is powered with International Harvester's latest improved Diesel with the famous all-weather quick-start system. Do you have fairly continuous use for a tractor? If so, the quantity and cost of fuel are primary considerations and you should unquestionably investigate the economies and other advantages of this Diesel-powered tractor. The WD-6 not only uses low-priced fuel but uses less fuel than a conventional engine of the same size. Moreover, its lugging ability is notable. Check WD-6 Diesel performance and economy against your power requirements. If you have continuous use for a tractor of this size the WD-6 may be exactly what you need.

Engine power of the WD-6 was carefully calculated to make this a true companion tractor for the distillate-gasoline Model W-6. Daily work output of the two tractors is approximately the same, but WD-6 fuel cost is lower; plowing, 9 to 13 acres; double-disking, 30 to 40 acres; drilling

(14-foot), 40 to 60 acres; field-cultivating, 30 to 40 acres; and harrowing (peg tooth), 80 acres and up. Belt work: 28-inch thrasher in average conditions, the larger-size hammer mills, ensilage cutters, etc. Fuel consumption per day, 18 to 20 gallons—of low-cost Diesel fuel.

**A big day's work
at the lowest
operation cost**

THE M'CORMICK-DEERING

W-9



The McCormick-Deering W-9 distillate-gasoline standard tractor equipped with regular steel wheels and spade lugs. (Front cover illustration shows W-9 on pneumatic tires.)

A FOUR-PLOW TRACTOR
HIGH COMPRESSION OPTIONAL
FIVE FORWARD SPEEDS
(FOUR SPEEDS WITH STEEL WHEELS)

If you are farming a large acreage and require a big tractor in order to overcome weather handicaps and get through your seasonal operations on schedule, you will be interested in the McCormick-Deering W-9 tractor. This four-plow tractor was designed to plow 15 to 20 acres a day under most conditions and meet other comparable drawbar and belt requirements with a comfortable margin of reserve power. This is the tractor for the man whose operations call for the use of large-capacity implements and power enough to operate them with full efficiency in all normal operating conditions. The W-9, like the W-4 and W-6, is supplied with either a "combination" distillate-gasoline engine or a high-compression straight gasoline engine and has the same popular five-speed transmission.

Daily work output of the big W-9 is approximately this:

When he "knocks off" for the night the W-9 owner reckons his accomplishments for the day in terms like these: plowing, 15 to 20 acres; double-disking, 35 to 45 acres; peg tooth harrowing (20 feet), upwards of 80 acres; field-cultivating, 35 to 45 acres; seeding (depending on

size), 40 to 100 acres; and combining (depending on size), 30 to 80 acres. Belt work: 32-inch thresher and sometimes larger, large-size hammer mills, ensilage cutters, etc. The W-9 tractor will work all day on from 30 to 35 gallons of fuel.

THE M^CCORMICK-DEERING

WD-9
DIESEL



Model WD-9 Diesel standard tractor equipped with 14-inch belt pulley and pneumatic tires.

**A FOUR-PLOW TRACTOR
... DIESEL-POWERED FOR
MAXIMUM FUEL ECONOMY**

IF you are farming a large acreage and have regular use for tractor power throughout the year, it is probable a McCormick-Deering WD-9 Diesel tractor would do your work more economically than any other tractor you could choose. That's because it's a Diesel—and an International Harvester Diesel, the kind you can start with conventional automotive type starting equipment or can crank by hand if you prefer. The WD-9 Diesel engine develops about the same horsepower as the W-9 distillate or gasoline engine, but in extensive operations the Diesel power is cheaper. Diesel fuel costs less per gallon and the Diesel engine delivers more horsepower-hours per gallon of fuel. In all other respects—transmission, ease of handling, riding comfort, etc.—the W-9 and WD-9 are the same.

As the WD-9 is a companion tractor to the W-9, shown on the opposite page, its daily work output is the same: plowing, 18 to 20 acres; double disking, 35 to 48 acres; cog tooth harrowing (30 feet), upwards of 80 acres; field-cultivating, 35 to 48 acres; seeding (depending on size),

40 to 100 acres; and combining (depending on size), 30 to 50 acres. On the belt the WD-9 will drive a 32-inch thresher and frequently a larger one, also large-size hammer mills, ensilage cutters, etc. Fuel consumption, 20 to 25 gallons of Diesel fuel.

WD-9 daily work capacity is high but the fuel cost is low

EASE OF OPERATION, DRIVER COMFORT, AND QUALITY CONSTRUCTION ARE NOTABLE IN THESE TRACTORS

THE features illustrated on this page were selected from among many which have established the reputation of these tractors as being "easy to operate, comfortable to ride, and economical to own." Experienced operators at once appreciate the convenience,

comfort, efficiency, and durability they find in these models. Inexperienced operators feel at home immediately because every control is within easy reach and works just the way they expect it to. They get the "feel" quickly and soon become expert drivers.



(Left) With his right hand on the variable speed governor control lever and his left on the "change-over" or "Diesel conversion" lever, the operator of this WD-6 Diesel tractor is here switching from low-compression gas-line-conversion starting to full-Diesel operation following the warm-up.

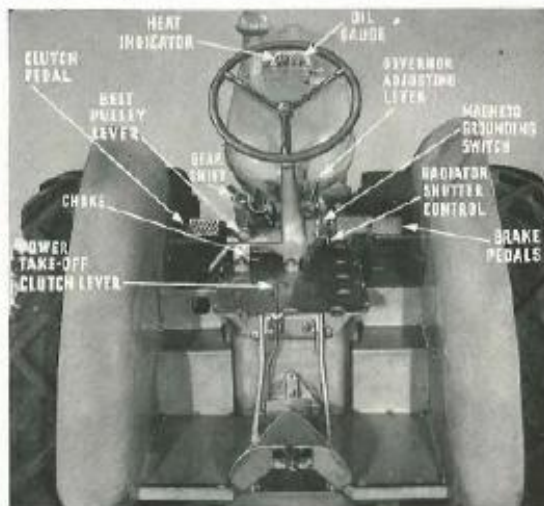
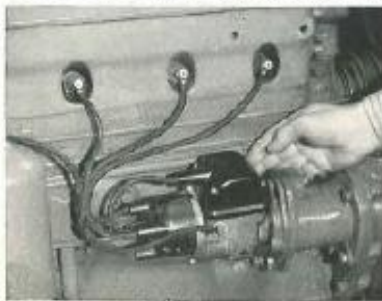


(Left) Ball bearings on the steering shaft, and in the forged steel steering knuckles, assure unusual ease of steering. Front axles are sturdy, and holster construction permits free spring-cushioned oscillation of the axle when passing over obstructions or working on sidehills.



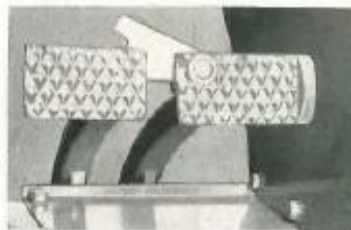
(Left) Operation of the power take-off is very simple on these "W" tractors. Sitting in the normal driving position, the operator depresses the clutch pedal and pulls up (to engage) or pushes down (to disengage) on the power take-off shifter lever immediately beneath the seat (see hand). Note: the power take-off can be operated independently of the belt pulley.

(Below) This Harvester-made, flange-mounted, high-tension tractor magneto has the automatic impulse coupling which assures a full-size, full-strength spark with only a quarter-turn of the starting crank. The magnet in this magneto is exceptionally strong and never requires recharging.

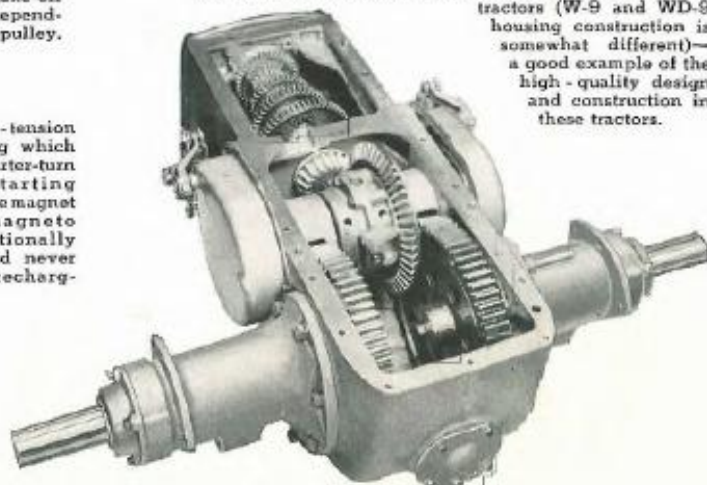


(Above) In this rear-end view of the W-4 tractor, which is similar to the other models, the seat has been removed to show the conveniently located controls and other features.

(Right) Used singly, the brakes provide extra short turning in the field. Interlocked, they provide ample braking power on the road and for "parking" on inclines. Brakes are the external contracting type operating, in housings, on the differential shafts.



(Below) An inside view of the quiet-running five-speed transmission and final drive in the W-4, W-6, and WD-6 tractors (W-9 and WD-9 housing construction is somewhat different)—a good example of the high-quality design and construction in these tractors.



YOU GET TOP-GRADE PERFORMANCE FROM THESE DISTILLATE-GASOLINE AND STRAIGHT GASOLINE ENGINES

YOU can order your McCormick-Deering W-4, W-6, or W-9 tractor with either of two power plants: (1) a distillate-gasoline engine designed to operate at top efficiency on No. 1 distillate or low-grade tractor gasoline, (2) a high-compression straight gasoline engine designed for use with high-grade (70-octane or better) gasoline exclusively. Some owners and operators prefer one type; some prefer the other. McCormick-Deering meets both demands.

Standard features of these carburetor type engines

include valves in head; removable cylinder sleeves; Tocco-hardened crankshaft; precision type, replaceable main and connecting rod bearings; pressure lubrication; floating screen oil pump intake; improved special tractor magneto; water pump-thermostat cooling system; large air, oil, and fuel cleaners; radiator shutter, heat indicator, and manifold heat control valve (distillate-gasoline engines only); variable speed governor; etc. A number of these features are illustrated on this page.



(Left) This efficient filter, with which "W" tractors are regularly equipped, keeps engine lubricating oil free from harmful contamination during 120 hours of operation (100 hours for Diesel). It takes only a minute to replace the element.



(Left) Showing the manifold heat control valve on the distillate-gasoline engines. The operator sets this valve to make a hot intake manifold for distillate and a "cold" manifold for gasoline.

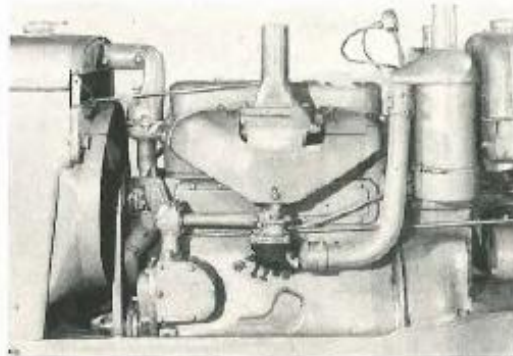


(Left) When necessary, factory-matched pistons and cylinder sleeves can be installed readily, without expensive equipment, and without removing the engine from the tractor. All replacement parts are exact duplicates of the originals.

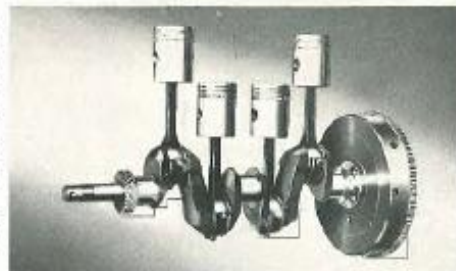


(Left) McCormick-Deering tractor engines are all of valve-in-head design. This design, which is generally conceded to develop more horsepower per cubic inch of displacement than any other type, also affords quick accessibility for inspection of valves, adjustment of tappets, etc.

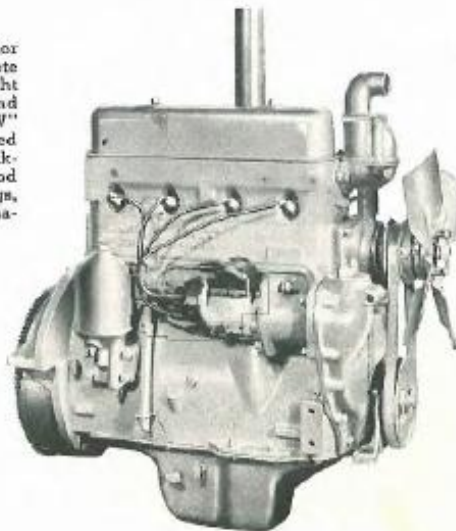
(Right) The left side of the W-6 engine, showing combination manifold, variable speed governor, carburetor, oil bath type air cleaner, 18-inch 4-blade cooling fan, etc. The impeller type water pump is driven by a full-floating shaft from the fan, the fan pulley turning on the pump shaft housing.



(Right) Showing the W-6 drop-forged special alloy steel crankshaft, complete with connecting rods and pistons (W-4 and W-9 are similar). Bearing surfaces are Tocco-hardened and pressure-lubricated. Precision type quick-replaceable bearings. Pistons have three compression rings, one oil control.



(Right) Except for minor variations this is a complete outline view of the right side of the distillate and gasoline engines in "W" tractors. Oil is delivered under pressure to crankshaft and connecting rod bearings, camshaft bearings, timing gears, valve mechanism, and governor.



YOU GET OUTSTANDING FUEL ECONOMY WITH THESE WD-6 AND WD-9 FULL-DIESEL ENGINES

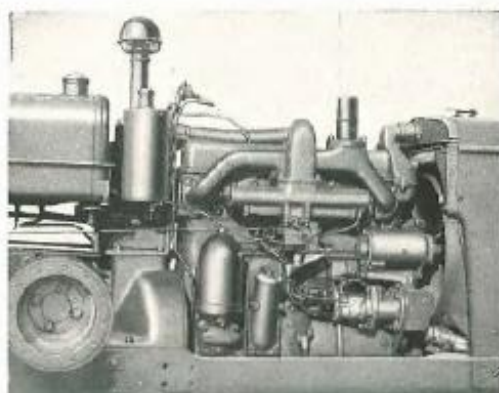
IN these full-Diesel engines fuel in a fine spray is injected into the combustion chamber near the end of the compression stroke and is ignited by the heat generated by the high compression. Outside of this important difference, however, the standard carburetor type engine features mentioned on the previous page would apply almost without exception to these Diesel engines. They have valves in head, removable cyl-

inders, variable speed governor, pressure lubrication, etc. The single-plunger injection pump is International Harvester's own development.

With these Diesels you have the advantage of International Harvester's all-weather quick-start system. You can crank them by hand if you want to but conventional automotive type electric starting (12-volt) is preferred by most owners.



(Left) Left side of the WD-9 Diesel engine, showing the single-plunger injection pump, auxiliary and final fuel filters, water trap, and 12-inch single-plate spring-loaded clutch. Both filters have replaceable elements.



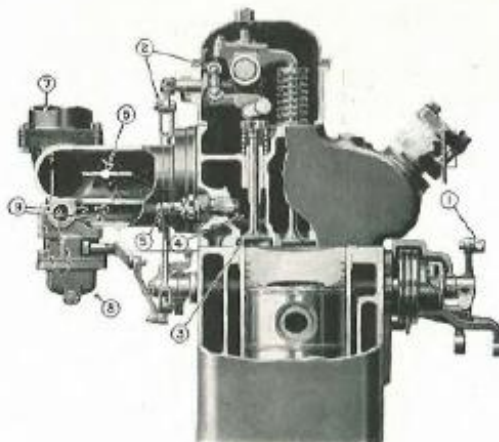
(Right) Right side view of the WD-6 engine as it appears in the tractor, showing the magneto, carburetor, spark plugs, etc. which are a part of the all-weather quick-start system. (See explanatory diagram below.)



(Left) This is the crankshaft of the WD-6 engine complete with rods and pistons. Drop-forged of alloy steel, this crankshaft is precision-balanced dynamically (in motion) and statically (at rest), and is drilled for pressure lubrication, as are the connecting rods.



(Left) All the advantages of overhead valve design—more power, accessibility, etc.—are assured the owner of a McCormick-Deering Diesel tractor. Rocker arms and adjacent working parts receive a continuous supply of oil from the pressure system.



(Above) Here's how the International Harvester Diesel all-weather quick-start system works. The operator, when he pulls back lever (1) until it latches, accomplishes four things: First, he actuates linkage (2) and opens starting valves (3), reducing engine compression ratio from approximately 14:1 to 6½:1. Second, he energizes previously isolated spark plugs (5) in auxiliary chambers (4). Third, he opens the gasoline shut-off valve in carburetor (8). Fourth, he closes valves (6) in air intake manifold (7), shunting air from the air cleaner as indicated by arrows (9) through carburetor (8) past the regular intake valves into the engine combustion chambers. With these changes made, the engine is ready to be started in the conventional way either by hand cranking or by low-voltage electric starter. After a brief direct-flame cylinder warm-up the operator converts the engine, which is then running at 800 r.p.m. or faster, to full Diesel operation (position shown) simply by tripping lever (1).

(Below) The International flange-mounted single-plunger Diesel injection pump meters and distributes the fuel in the exact quantities required by governor setting and load demands.



(Below) Replaceable cylinder sleeves, a regular feature of these Diesel engines, are today regarded by tractor owners generally as the most satisfactory and inexpensive method yet devised for renewing engine efficiency.



WHICH FUEL DO YOU PREFER TO USE—

DISTILLATE? GASOLINE? DIESEL?

McCormick-Deering standard tractors are supplied with engines and fuel equipment according to your choice!

THE Harvester Company believes that the question of which fuel to use is one that each tractor owner should decide for himself in keeping with local fuel prices, the kind and amount of work to be done, the geographical location, and the owner's personal preferences. The Company's main concern is to give the customer the type of engine and fuel equipment he needs and wants, and to build into each type efficiency and economy second to none.

The fact that McCormick-Deering W-4, W-6, and W-9 tractors, as regularly equipped, burn distillate with unexcelled efficiency has been stressed for years—for the very good reason that a large percentage of tractor owners prefer, for economy's sake, to use this lower-priced fuel either all or part of the time. While it is true that these distillate engines, with the manifold heat control adjusted to the "cold" position, turn in an extremely satisfactory performance on gasoline, the fact

remains that their best economy is obtained on distillate.

If the McCormick-Deering tractor buyer, for reasons of his own, prefers to use gasoline exclusively, 70-octane or higher, his W-4, W-6, or W-9 tractor can be supplied with a high-compression engine which will assure maximum power and efficiency on that type of fuel.

Finally, for the benefit of the growing number of farmers who can use a Diesel-powered standard tractor to advantage, the Company provides the WD-6 and WD-9—essentially the same tractors as the W-6 and W-9 but equipped with International Harvester's four-cylinder Diesel engine with the famous all-weather quick-start system. The Diesel not only uses cheaper fuel but uses less fuel than a conventional engine of the same size.

Which fuel do you prefer to use—distillate, gasoline, or Diesel? There's a McCormick-Deering standard tractor to meet your preference.

SPECIAL EQUIPMENT—when, as, and if you need it

A TRACTOR buyer doesn't want to pay for accessories he doesn't need. He wants to feel free to choose accessory equipment according to the work he intends to do, the types of machines he intends to use, and his own preferences. Consequently the following equipment for "W" tractors is listed "special": pneumatic tires; tire pump; radiator shutter and heat indicator (for tractors not regularly so equipped); belt pulley; power take-off; electric lighting; electric starting;

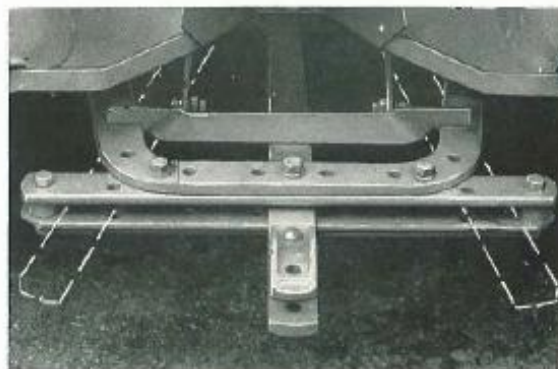
swinging drawbar; exhaust muffler; spark arrester; remote control gear shift attachment for W-9 and WD-9; wheel weights, both front and rear; and oversize lugs for steel wheels. (Note: special pistons for high-altitude operation, 5000 and 8000 feet, are optional equipment.) Regular equipment is listed on page 12.



This "remote control" gear shift attachment, available for factory or field application on W-9 and WD-9 tractors, facilitates gear shifting on these large models.



An exhaust muffler can be supplied for owners who desire quieter operation of their tractors. An extension pipe, to carry the exhaust fumes still higher above the driver's head, is also available if desired.



The swinging drawbar facilitates turning with a load, or where short turns are desired, as in disking. Drawbar shown is for W-4, W-6, and WD-6.

Standard automotive type electric lighting and starting can be supplied for all models. Provides two lights at front and one at rear. Illustration shows lights for W-4, W-6, and WD-6.



SPECIFICATIONS

McCormick-Deering W-4, W-6, and W-9 tractors are regularly supplied with combination distillate-gasoline engine (but may also be had with high-compression engine for use with gasoline exclusively) and the WD-6 and WD-9 with 4-cylinder full-Diesel engine. Other regular equipment includes International high-tension magneto with automatic impulse coupling; variable speed governor controlled from the seat; oil type air cleaner; oil filter with replaceable element; floating screen oil pump intake; fuel strainer; radiator shutter,

heat indicator, and manifold heat control valve (distillate-gasoline engines only); replaceable cylinder sleeves; individual enclosed external contracting foot brakes operating on differential shafts; spring-loaded foot clutch; front drawbar; steel wheels; spade lugs: W-4, 4 by 2 $\frac{1}{4}$ inches—W-6, 4 by 2 $\frac{1}{2}$ —W-9 and WD-9, 5 by 3 $\frac{1}{4}$; adjustable flat-bar type drawbar; waterproof upholstered seat.

Special equipment for these tractors is listed on page 11.

	W-4	W-6	WD-6	W-9	WD-9
Rated Engine Speed, R.P.M.....	1650	1450	1450	1500	1500
Number of Cylinders.....	4	4	4	4	4
***Maximum Belt Horsepower (W-4, W-6, W-9 on distillate).....	24.87	36.69	36.38	49.00	49.17
**Maximum Drawbar Horsepower (rubber tires) (W-4, W-6, W-9 on distillate)....	22.49	32.80	31.38	44.59	44.78
Variable Speed Governor Controlled from Seat—Full Load Engine Speed Range, R.P.M.....	1000-1650	950-1450	800-1450	900-1500	800-1500
Forward Speeds, M.P.H. (fifth speed inoperative in steel wheel tractors).....	2 $\frac{3}{8}$, 3 $\frac{1}{4}$, 4, 5, 14	2 $\frac{1}{2}$, 3 $\frac{1}{8}$, 4, 4 $\frac{1}{2}$, 15 $\frac{1}{2}$	2 $\frac{3}{8}$, 3 $\frac{1}{4}$, 4, 4 $\frac{1}{2}$, 15 $\frac{1}{2}$	2 $\frac{1}{2}$, 3, 4 $\frac{1}{4}$, 5 $\frac{1}{4}$, 15 $\frac{1}{2}$	2 $\frac{1}{2}$, 3, 4 $\frac{1}{4}$, 8 $\frac{1}{4}$, 15 $\frac{1}{2}$
Reverse Speed, M.P.H.	2 $\frac{3}{8}$	2 $\frac{1}{2}$	2 $\frac{3}{8}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$
Bore and Stroke, inches.....	3 $\frac{3}{8}$ by 4 $\frac{1}{4}$	3 $\frac{3}{8}$ by 5 $\frac{1}{4}$	3 $\frac{3}{8}$ by 5 $\frac{1}{4}$	4.4 by 5.5	4.4 by 5.5
Replaceable Cylinder Sleeves.....	Yes	Yes	Yes	Yes	Yes
*Belt Pulley, Diameter and Face, inches..	9 $\frac{3}{4}$ by 7 $\frac{1}{2}$	11 by 7 $\frac{1}{2}$	11 by 7 $\frac{1}{2}$	14 by 8 $\frac{1}{2}$	14 by 8 $\frac{1}{2}$
Belt Pulley R.P.M. at Rated Engine Speed.	1019	899	899	707	707
Belt Speed, feet per minute.....	2601	2588	2588	2593	2593
*Power Take-Off R.P.M.....	540	537	537	538	538
Front Wheels, Diameter and Rim, inches.	22 $\frac{1}{2}$ by 3 $\frac{1}{2}$	22 $\frac{1}{2}$ by 4	22 $\frac{1}{2}$ by 4	30 by 6	30 by 6
Front Wheel Tread, C. to C., inches.....	46 $\frac{1}{4}$	47 $\frac{1}{4}$	47 $\frac{1}{4}$	50	50
Drive Wheels, Diameter and Rim, inches..	40 by 8	42 by 10	42 by 10	48 by 12	48 by 12
Drive Wheel Tread, C. to C., inches....	50 $\frac{1}{2}$	53	53	57 $\frac{1}{2}$	57 $\frac{1}{2}$
Wheelbase, inches.....	66 $\frac{3}{4}$	76 $\frac{1}{4}$	76 $\frac{1}{4}$	83 $\frac{3}{4}$	83 $\frac{3}{4}$
Total Length, inches.....	114 $\frac{1}{4}$	128 $\frac{1}{4}$	128 $\frac{1}{4}$	134 $\frac{3}{8}$	134 $\frac{3}{8}$
Total Width, inches.....	58 $\frac{1}{2}$	63	63	69 $\frac{3}{4}$	69 $\frac{3}{4}$
Height, at Radiator (rubber-tired), inches.	53 $\frac{3}{4}$	60 $\frac{3}{4}$	60 $\frac{3}{4}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$
Turning Radius, feet (without braking)...	11	12 $\frac{3}{4}$	12 $\frac{3}{4}$	15	15
Cooling System.....	Pump, Thermostat	Pump, Thermostat	Pump, Thermostat	Pump, Thermostat	Pump, Thermostat
Capacity, Cooling System, gallons.....	4 $\frac{1}{4}$	6 $\frac{1}{4}$	6 $\frac{3}{4}$	10	11
Fuel.....	**Distillate-Gasoline	**Distillate-Gasoline	Diesel	**Distillate-Gasoline	Diesel
Capacity, Fuel Tank, gallons (U.S.)....	17 $\frac{1}{4}$	21	21	36	36
Capacity, Auxiliary Tank, gallons.....	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$
Engine Lubrication.....	Pressure	Pressure	Pressure	Pressure	Pressure
Clutch (spring-loaded).....	10-inch Single Plate	11-inch Single Plate	11-inch Single Plate	12-inch Single Plate	12-inch Single Plate
Drawbar Adjustment, inches above ground	9, 11 $\frac{1}{2}$, 14 $\frac{1}{2}$	7 $\frac{1}{2}$, 12 $\frac{3}{8}$, 17	7 $\frac{1}{2}$, 12 $\frac{3}{8}$, 17	9 $\frac{1}{2}$, 11 $\frac{1}{2}$, 14 $\frac{1}{2}$	9 $\frac{1}{2}$, 11 $\frac{1}{2}$, 14 $\frac{1}{2}$
Drawbar Lateral Hitch Adjustment, inches	18 $\frac{1}{4}$	18 $\frac{1}{4}$	18 $\frac{1}{4}$	18 $\frac{3}{4}$	18 $\frac{3}{4}$
Shipping Weight, approx., pounds.....	3230	4300	4575	5950	6125

*Special equipment.

**High-compression engine for operation on 70-octane gasoline optional.

***Maximum observed figures corrected to 80° F. at sea level, barometric pressure 29.92 inches mercury, according to standard rating code.

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

INTERNATIONAL HARVESTER COMPANY

180 NORTH MICHIGAN AVE.

CHICAGO 1, ILLINOIS



NEW

**3 MODELS
2 GASOLINE
1 DIESEL**

INTERNATIONAL
**Farm
Crawlers**

T-4 Gasoline

34.0 Flywheel—26.3 Drawbar
Horsepower*

T-5 Gasoline

40.0 Flywheel—30.7 Drawbar
Horsepower*

TD-5 Diesel

37.3 Flywheel—28.5 Drawbar
Horsepower*

*Estimated



For Every Farm Use

Sure Footed POWER



New Crawlers *That Give*

**in new,
compact
cost cutting
sizes**



CRAWLER DESIGNED for CRAWLER PERFORMANCE

Each of these three new IH models has been specifically designed as a crawler for the special performance expected of a crawler—without compromise to wheel tractor manufacture. Heavy-duty engineered throughout, with low centre of gravity and excellent balance. There's a crawler with just the right drawbar horsepower*—26.3 30.9—in gasoline or 28.5 diesel—to give you all-job, all-season usefulness on your farm.

- Traditional IH crawler work-ability, economy, maneuverability and convenience.
- Positive traction on slippery cover, slick crop residues, soft loose sand, muck soil, mud, snow, underbrush or hilly land.
- IH Exclusive— Clean, High Clearance from track to track.
- Torque Amplifier to increase pull power on the go.
- Choice of Speeds to fit your needs . . . 5 forward—10 with Torque Amplifier.
- Three track gauges — 38", 48" or 68". 10" shoes only for 38" gauge while 10", 12" or 14" shoes are available for the 48" and 68" gauge.
- Big operator comfort. Easy-chair type adjustable seat. High-level visibility. Full-view, close-grouped instrument panel with convenient operating controls. 3-point or swinging drawbar hitch. Complete hydraulic implement control.

Here are but a few of the wide variety of equipment you may use with these new IH Crawlers.

Big trail-behind farm implements • Front-end loader • Rear mounted winch • Three-Point Hitch implements • Posthole digger (Three-Point Hitch) • Snow Plow • Dozer Blade • Brush-breaker plow.

Now you can have International crawler tractor sure-footed non-compacting traction, stability, and maneuverability in a size and price range never before available from International Harvester.

Compare these new crawlers with anything else on tracks, big or small. You'll soon see why it's your best buy in a compact farm crawler tractor.

**Estimated*

You Unmatched Economy

**CHOOSE FROM 3 POWER SIZES
CHOOSE DIESEL OR GASOLINE
CHOOSE THE OPTIONS
YOU NEED**



Gasoline

**Match Your Crawler
To Your Jobs**

Standard Transmission (Live)
Power Take-Off

Constant-running
Power Take-Off

Three-point hitch or
swinging drawbar

4 or 5-roller track frame

Torque Amplifier

10-, 12- or 14-inch
track shoes

38", 48 or 68-inch
track gauge

* With 10" shoes only.

INTERNATIONAL T-4

26.3 Drawbar Horsepower*

Powered by the International C-123 gasoline engine you have 5 forward speed . . . 10 with Torque Amplifier . . . from 1.00 to 6.54 m.p.h. to handle with ease all the jobs in its power range.

Swinging drawbar is standard equipment with 3-point hitch available as an attachment. This latter will operate with all category 1 implements.

*Estimated

**There's a model specialized to
your farm in this new compact
IH Crawler trio.**



New power and traction for plowing and tillage.



New low-profile power and pull for fruit-farming.

**NEW
POWER**



New, flotation—regardless of soft ground conditions.



New push-and-pull power to move earth—dig ponds and trench silos.

**NOTHING SPARED TO
MATCH POWER
TO YOUR JOBS!**



**INTERNATIONAL
T-5**

30.9 Drawbar Horsepower*

For the farmer who wants additional gasoline power the new International T-5 is built specially to meet his compact crawler requirements. All the outstanding IH features, torque amplifier, choice of track width, 6-volt starting and electrical system, standard swinging drawbar, 3-point hitch are available, and many others make the T-5 a top work producer.

Gasoline

ON TRACKS FOR YOUR FARM

**INTERNATIONAL
TD-5**

There's top diesel economy plus tough lugging power in this new International TD-5. It is equipped with a more powerful version of the famous International engine that set a new standard of high efficiency in the B-275 tractor. This new crawler is a sure footed, power loaded tractor with speeds from 1 to 6.54 m.p.h. so you can select just the right speed for all jobs. Starts easily in any weather with its 12 volt electrical system.

**Estimated*



**28.5 Diesel
Drawbar Horsepower***

SPECIAL ENGINES FOR EVERY MODEL

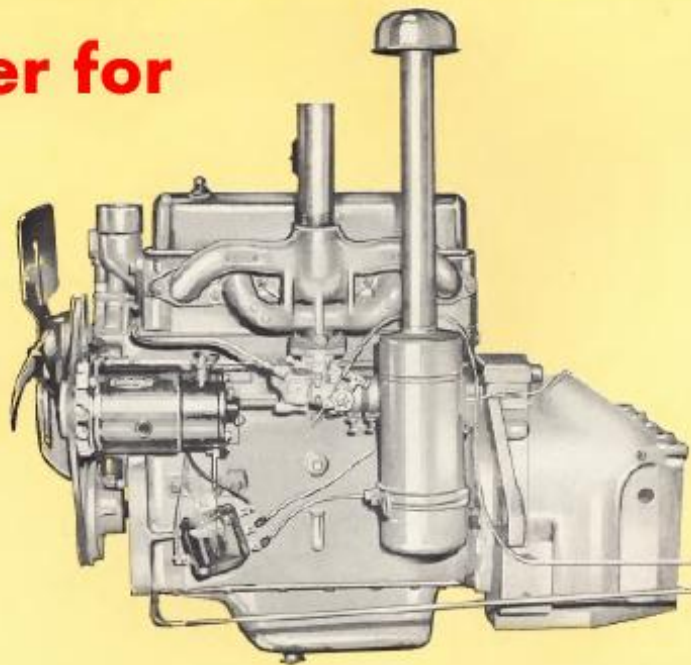
Gasoline Power for

T-4

IH Built C-123

Producing 26.3 horsepower* at the drawbar, here's the rugged 4 cylinder engine with a heavy block not regularly used in crawlers of this size. Big overhead valves high compression, three-ring aluminum pistons, battery ignition, pump circulation cooling—all combine to give you the responsive hard working power you need for crawler operation.

**Estimated*



Gasoline Power for

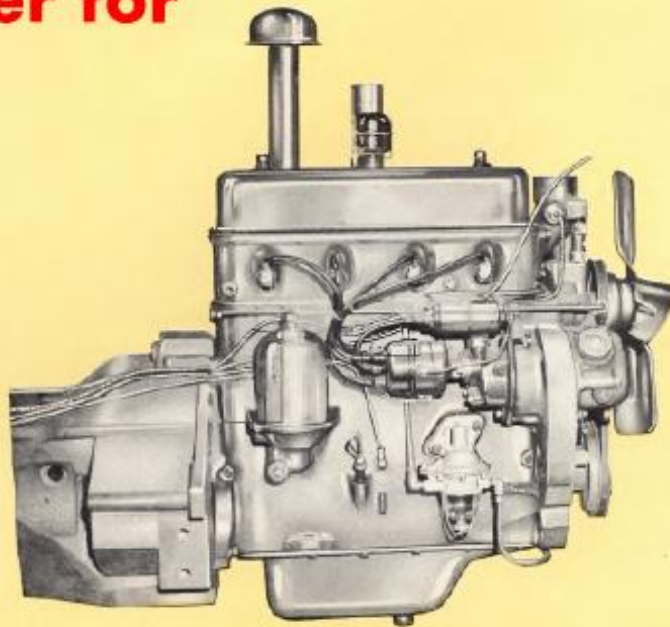
T-5

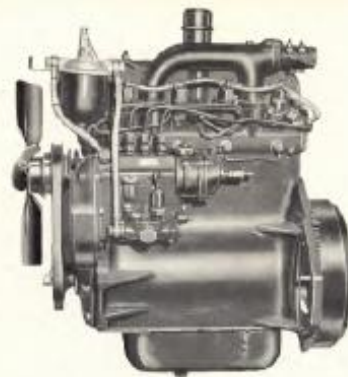
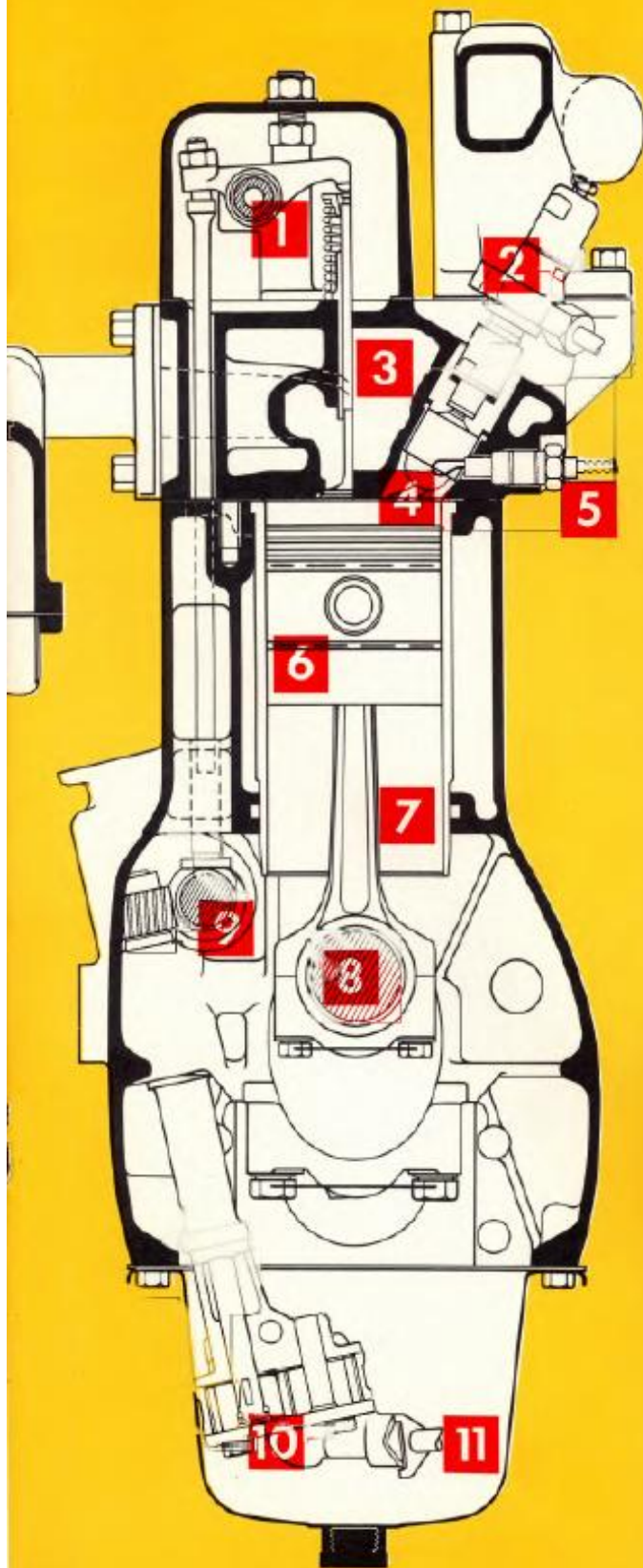
IH Built C-135

The T5 Crawler Tractor engine is designed and built to give you maximum power with outstanding fuel economy. Regular equipment includes: replaceable cylinder sleeves, precision type bearings, full pressure lubrication system and a heavy forged steel counter-balanced crankshaft. Aluminum alloy pistons and strong forged connecting rods deliver 30.9 horsepower* at the drawbar.

Compare . . . point by point . . . the quality built into this engine. You'll quickly see why IH dependable engine design and quality keeps you on the job.

**Estimated*





Diesel Power

FOR PERFORMANCE, ECONOMY,
DURABILITY IN THE

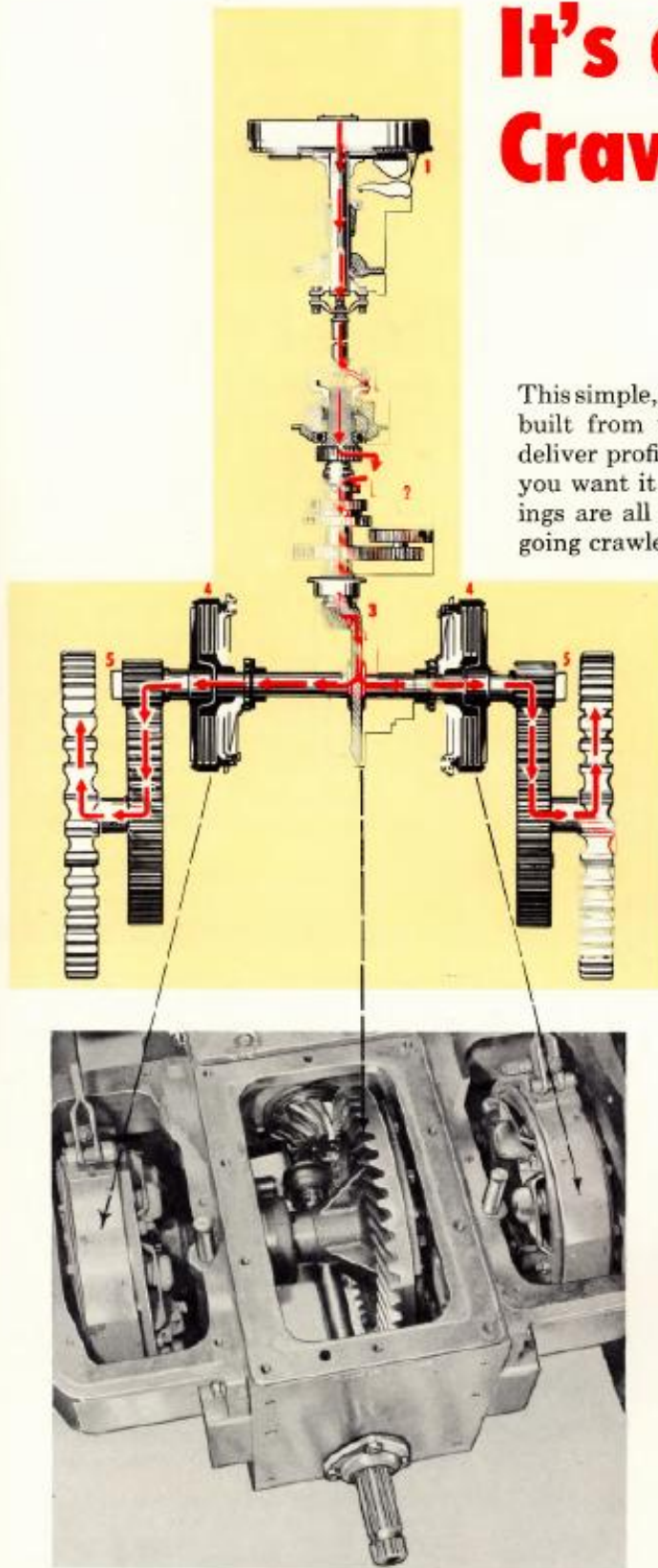
TD-5

It's a more powerful version of the famous International B-275 Diesel engine that powers the new TD-5. All-weather electric starting with battery-operated glow plugs makes starting easy—even in the coldest weather.

- 1 Pressure lubricated rocker arm for smooth performance and long life.
- 2 High operating pressure pintle-type nozzles slash maintenance costs by preventing carbon build-up.
- 3 Pressurized cooling system with forced positive circulation by belt driven pump. Thermostat assists fast warm-up and maintains ideal operating temperature.
- 4 International indirect injection type engine develops ample lugging power because pre-combustion chamber design gives complete fuel air mixing for clean, controlled and more complete combustion.
- 5 Pre-combustion chamber mounted glowplugs assist fuel atomisation for the surest all-weather starting.
- 6 Five-ring pistons provide combustion-tight seal for economical running. Top compression ring is chromed for long life.
- 7 Easily replaceable wet sleeves provide full-length water jacket for even dissipation of heat.
- 8 Five main bearing tocco-hardened crankshaft ensures long and dependable life. The shaft is dynamically balanced for vibration-free performance.
- 9 "Chill" hardened and ground cam faces provide long life and ensure silent operation for valve lifting mechanism at all engine operating speeds.
- 10 Oil pump provides continuous pressure to all shell bearings and rocker arm mechanism. "Full-flow" lubrication ensures clean filtered oil for circulation to bearings.
- 11 Floating gauze screen follows oil level to provide positive lubrication at whatever angle the tractor is working.

It's a rugged Crawler Power Train all the way

This simple, direct crawler designed power train is ruggedly built from the engine right through the final drive, to deliver profitable working horsepower at the tracks where you want it . . . need it. Gears, shafts, bearings and housings are all made to take the shocks and strains of hard going crawler operation.



Here's the efficient power train combined with 5 speed transmission (10 with TA) that gives you outstanding lugging ability plus more working horsepower on the drawbar for every ounce of fuel consumed.

- 1** Single-disc, dry-type clutch has a 10 inch diameter and is pressurized by 9 tough and heavy springs. This clutch disengages with easy foot-pedal action and always engages smoothly. Adjusting yoke for free pedal travel is easily accessible on outside of housing.
- 2** Selective Sliding spur gear transmission with five forward and one reverse speeds permit you to match engine power to load and field conditions for maximum work output. All shafts in this transmission rotate on high capacity precision ball and roller bearings. A strong, one-piece case keeps gears in perfect alignment and also serves as a reservoir for the hydraulic oil. Gears are heat-treated and have a tough core for maximum shock resistance. Torque amplifier is available to double the number of speeds available and boost pull power up to 45%.
- 3** Smooth running drive pinion and ring gear teeth are spiral-cut to increase the area of tooth contact and assure ample strength to absorb shock loads. Tapered roller bearings carry the assembly for smooth power transmitting efficiency. In the lower picture note the sturdy pto drive mounted front and back in ball bearings.
- 4** Husky multiple disc steering clutches and steering brakes give you instant response for positive, accurate control plus those pivot turns every farmer needs in a crawler. No other crawler gives you such easy servicing accessibility . . . steering brakes can be adjusted in minutes while a complete unit may be changed and adjusted in less than an hour. It's another IH exclusive feature that makes these new crawlers more profitable to operate.
- 5** Tough heavy duty bull gears mounted on tapered roller bearings carry hard working power to the drive sprocket. This entire assembly is located inside the track frame for that *CLEAN* under-body clearance only a new IH crawler can give you.

An IH Exclusive Design

High Underbody Clearance— **CLEAN** From Track to Track

Just look under these new crawlers. Right through from front to back . . . from track to track there are no under-body obstructions. Final drive housing are built inside the track to give you side to side clearance not available from any other tractor. Then, of course, is that just right centre of gravity for unexcelled tractor stability.



✓
**Select the Track
Width to Suit Your
Operation**

38" 48" 68"

Whether it's the 4 or 5 roller model, you can select the track gauge most suitable to your work. You may also select 10", 12" or 14" track shoes in a wide variety of designs. For 38" gauge crawler 10" shoes only are supplied.

Plenty of Crop Clearance

Clean, obstruction free under-body gives you the clearance you need to work above many crops or high trash yet still retain that low silhouette for orchard jobs.

Four or Five Roller Track

Four roller tracks will handle just about all the work on your farm but where extra stability is required for heavy front loader jobs the tractor can be readily equipped with a five roller track frame.

Adjustable Frames

Rigid type track frames are bolted to the main frame in a way they may be moved back or forward from their normal position, making the tractor particularly adaptable to front or rear mounted equipment. The front idler may also be lowered from its normal position to give greater track contact with the ground.

NOW You Can Have 3-POINT HITCH or SWINGING DRAWBAR OR BOTH



You'll hitch implements fast . . . maintain complete control for all kinds of work . . . when your IH Crawler Tractor is equipped with the hydraulically operated 3-point hitch. As optional equipment to the regular swinging drawbar it will handle all your category 1, 3-point implements. Both hitches may be mounted on the tractor at the same time without interfering with each other.

DRAWBAR EXTENSION

A swinging drawbar extension is available for the crawler tractor equipped with either the standard (live), or constant running power take-off.

Depth Control and Weight Transfer

International Harvester's specially designed 3-point linkage is telescopically designed with compensating springs that hold your ground working tools to a constant depth.



Here's the 7-foot 3-point hitch C-920 Harrow working with the TD-5. This hitch is also available for the T-4 and T-5 and will handle all Category 1 implements.



Made of the toughest steel to take the heavy and prolonged strains of rough field work, the swinging drawbar hitch is standard equipment.

Unmatched



TORQUE AMPLIFIER

Now On A Farm Crawler

• **Boosts PULL POWER** **ON THE GO**

You get twice as many speeds with Torque Amplifier—10 forward and two reverse—to give you the just right pace for every job and condition. With this wide choice of speeds, and the on-the-go speed change, TA lets you work faster, do up to 15% more every day.

TA
GIVES YOU
TEN
FORWARD
SPEEDS

The More You Use TA—The More You Appreciate It

You'll use it on heavy work... save time and money with its on-the-go increase in pull-power. You'll find it invaluable with all power-driven machines—just pull the lever, slow down one-third to handle crops without slowing pto speed.

When you hit a tough spot and there's danger of stalling out or shifting down, just pull the TA lever. Pull power is increased up to 45%. You breeze through the heavy going without a pause. Release TA when you're past the tough going and you're back in regular gear. However you farm, TA helps you do more every hour, every day, easier than ever before.



Standard Transmission (Live) **or Constant Running PTO**

All your power take-off jobs can be easily handled by any of these three new tractors.

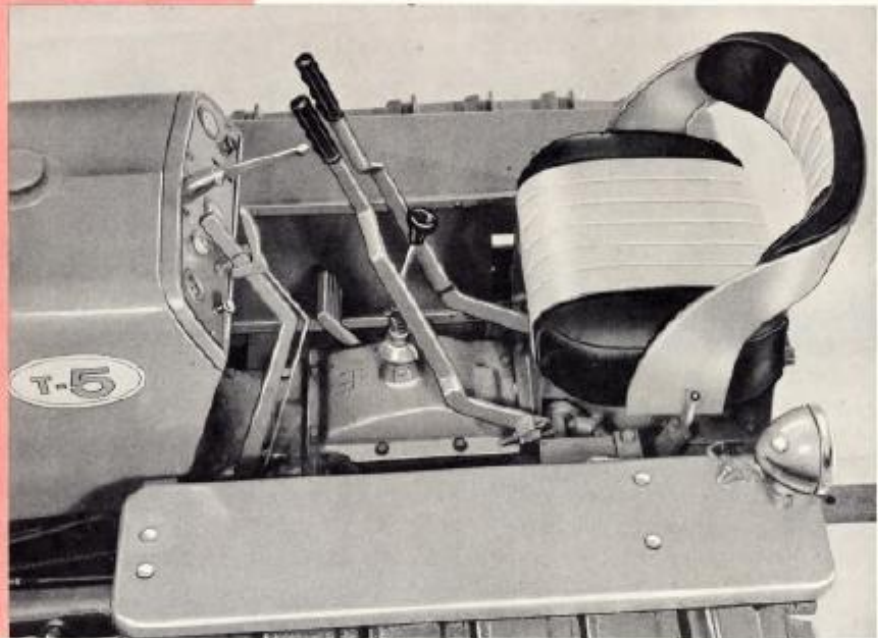
Standard five speed transmission tractors may be equipped with standard transmission (live) pto while TA models take either standard (live) or constant running pto. For baling, combining or any other pto operated equipment the constant running pto is controlled by a two position clutch. Partial depression of the clutch pedal cuts out tractor forward motion only to leave the pto in operation. Pushing the clutch pedal to the floor cuts out the pto.

NEW

HYDRAULIC POWER

COMFORT AND CONVENIENCE

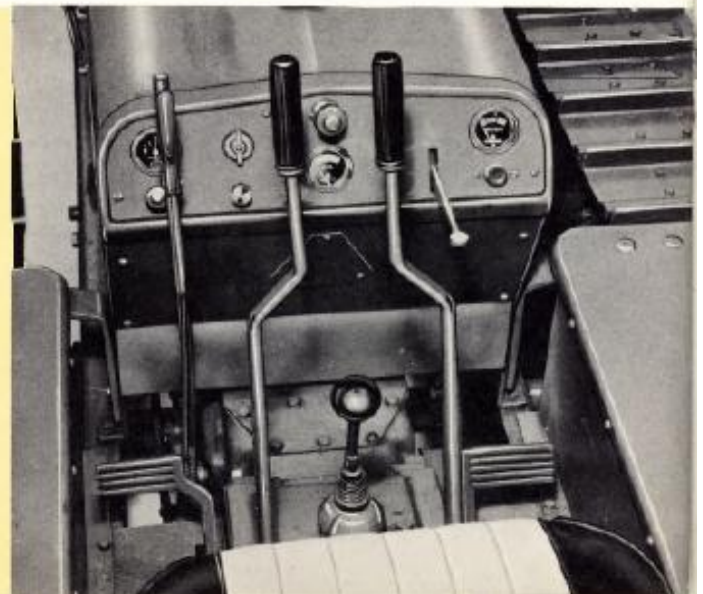
Every crawler model has an adjustable fore and aft easy-chair type foam rubber seat with curved back support—read at-a-glance instrument panel with easy-to-reach operating controls plus many built in features to make your farm work easier.



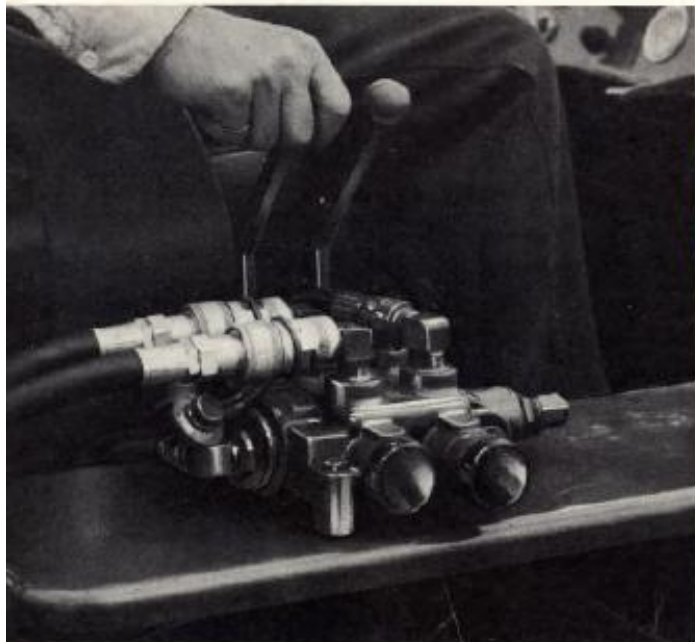
- Simple shifting pattern with gears arranged in progression saves you effort and time.
- Gasoline models have 6-volt electrical system—Diesel has 12 volt.
- Front and rear work lights throw a powerful beam up and down the field for safe, efficient night work. Dash light illuminates the panel.
- Steering linkage is conveniently located under the seat for rapid, accurate adjustment.
- Simple servicing of master clutch . . . in fact these new IH Crawlers cannot be equaled for servicing convenience . . . see your IH dealer and have him show you just how easy servicing is.

Production-Boosting Operator's Compartment

- All weather electric push button starting
- Instant "on-the-go" action from all controls
- Full view of centralized instrument panel
- Easy to reach Push-pull type ignition switch



Where You Want it for



Complete Implement Control

There's no groping behind you, no unnatural operating pattern with the crawler hydraulics. Control levers are just to the right of the seat on the fender within easy arm's reach. Just push or pull the handy lever for the powerful, fast acting hydraulics that give instant, precise remote control for operating your trail-behind implements or three-point hitch tools. A pressure loaded gear type pump provides positive acting hydraulic power for raising, lowering and adjusting

working depth anytime the engine is running.

A four position valve with a single control lever is used in conjunction with the three point hitch system, whereas a three position valve, also with a single control lever is used when the tractor is equipped with the remote control system. A combination valve with two control levers is available for operating both the three-point hitch and the remote control systems from the same tractor.

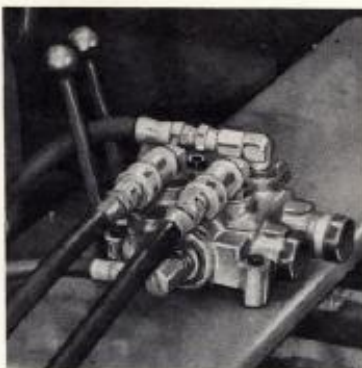


3-Point Hitch Control

Either of these smooth, quick acting valves will raise lower and adjust 3 point hitch implements while the rear lever on the combination valve (right) operates remote control cylinder on trail-behind implements.

Ease the lever in and the implement raises, out lowers it. When the lever is released it automatically returns to hold position.

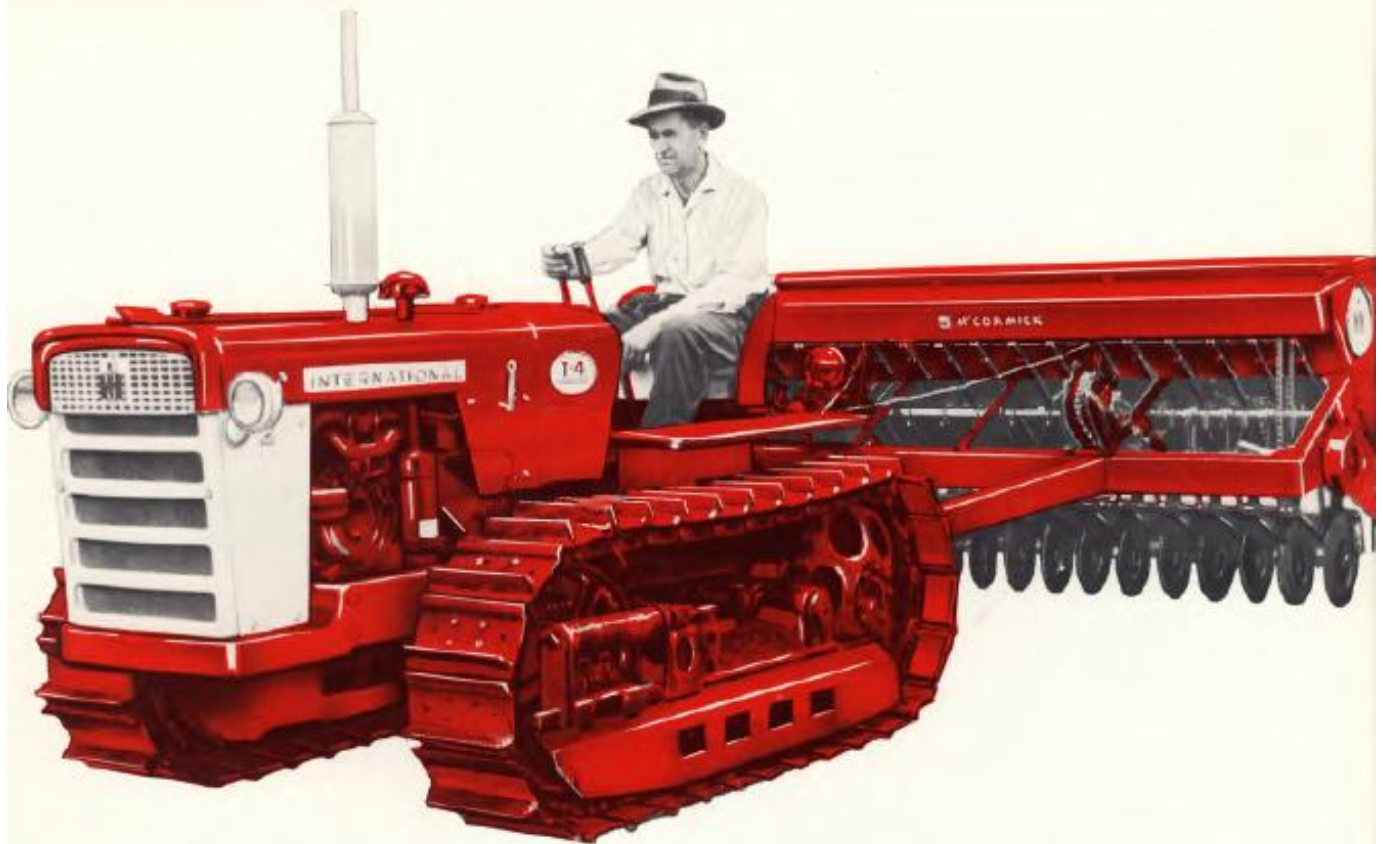
Mounted implements may be automatically locked in the float position to follow the ground contour.



3-Point Hitch and Remote Control



Here's the single hydraulic remote control valve to give instant and effortless control of pull-behind implements equipped with double acting cylinder.



NEW ECONOMY AND EFFICIENCY FOR ALL JOBS

- Plowing
- Digging Ponds
- Digging Trench Silos
- Tile Laying
- Ditching and Drainage
- Land Clearing
- Snow Removal
- Farm Road Building
- Tillage
- Brush Breaking
- Small Building Moving
- Hauling Wood
- Bush Work
- Working in Marsh Areas
- Custom Work
- Baling
- Ideal in Sugar Bush
- Manure Handling
- Posthole Digging
- Planting and Transplanting
- Orchard Spraying
- Irrigation Work
- Water Pumping



CHISEL PLOW

DISK HARROWING



SPECIFICATIONS

FLYWHEEL HORSEPOWER—From observed performance corrected to sea level barometric pressure (29.92 inches of Hg) and 60° F.

	T-4	T-5	TD-5
Flywheel*	34.0	40	37.0
Drawbar*	26.3	30.9	28.5

*Estimated Horsepower

SPEEDS

Gear	Std. Transmission	† Torque Amplifier
1st	1.48 M.P.H.	1.00 M.P.H.
2nd	2.26	1.53
3rd	3.58	2.42
4th	4.79	3.23
5th	6.54	4.31
Reverse	2.12	1.43

†TA optional equipment.

ENGINE	T-4	T-5	TD-5
	C-123	C-135	BD-144
Type	Gasoline	Gasoline	Diesel
Number of Cylinders	4	4	4
Bore & Stroke	3½ x 4	3¼ x 4¼	3½ x 4
Piston Disp. Cu. Inches	123	135	144
Rated Governed Speed	2000	2000	2000
Electrical System	6 Volt	6 Volt	12 Volt

ELECTRICAL STARTING AND LIGHTING—Electric starting and lighting system with battery ignition includes starting motor, generator, batteries, two head lights, one rear light combination and dash light. Systems are 12 Volts on diesel and 6 Volts on gasoline.

ENGINE CLUTCH—Single-plate—spring loaded
Diameter..... 10 in.

TRANSMISSION—Selective sliding gear type.
Alloy steel heat treated gears: gear ratio..... 4.89:1

STEERING CLUTCHES—Multi-Disc—(one for each track)
Diameter..... 9 in.
Friction surfaces (each clutch)..... 14
Effective friction area (each clutch)..... 550 sq. in.

STEERING BRAKES (one for each track)

Diameter.....	10¾ in.
Friction area (each brake).....	63 sq. in.

FINAL DRIVE—Speed reduction ratio, bull gears..... 4.46:1

TRACK DIMENSIONS	4 Roller Frame	5 Roller Frame
Gauge (Centre to Centre of Tracks).....	38, 48, 68"	38, 48, 68"
Length of Tracks on Ground.....	56"	68"
Track Shoe Width, Regular.....	10"	10"
Height of Grouser.....	2"	2"
Track Pin Diameter.....	1"	1"
Track Pin Bushing Diameter.....	1.47"	1.47"
Track Shoe Bolts (Heat Treated).....	¾"	¾"
Track Driving Sprocket Pitch Diameter.....	24.047"	24.047"
Number of Track Rollers (1 side).....	4	5
Number of Track Idlers (1 side).....	0	1
Number of Track Shoes (1 side).....	31	35
Area of Contact with 10" Shoes		
Total Sq. Inches.....	1120	1360

TRACTOR DIMENSIONS:

Length Overall.....	100.5"
Width—Std. Shoe—38" Gauge.....	49"
Height—Hood Top.....	47.5"
Minimum Ground Clearance.....	14.5"
Drawbar Height.....	17.0"
Drawbar, lateral movement at pin.....	13.5"

CAPACITIES (Imperial Gallons)

Cooling System.....	2.5 gallons
Fuel Tank.....	13.3 gallons
Engine lubrication, including filters.....	5 quarts
Transmission Case (including T.A.).....	5 gallons
Final Drive (each).....	1 quart
Air Cleaner.....	1 pint

Specifications are subject to change without notice.

OPTIONAL EQUIPMENT—Three-point or swinging drawbar hitch • Torque Amplifier • Constant-running Power Take-Off • Transmission Power Take-Off (Live) • 4- or 5-roller track frame • 10- 12- or 14-inch track shoes • 38", 48- or 68-inch track gauge

*With 10" shoes only

INTERNATIONAL HARVESTER COMPANY

180 NORTH MICHIGAN AVENUE • CHICAGO 1, ILLINOIS

EDITOR COMMENTS

How time slips away...! Our last newsletter for 2013! And as always, we continue to search out IH trivia, special announcements, and helpful items for our fellow IH fanatics!

President Marin wanted to make sure everyone knows about this special IH collector auction:

<http://triceauctions.com/redpower-collector-auction-this-is-going-to-be-a-cant-miss-sale/>

And an interesting coincidence occurred as I was about to scrap this old bumper on my '67 pickup.



By chance, I came across an article that identified this as being made by **Barden Bumper Manufacturing** of Oakland, California (no longer in existence). These were very popular aftermarket dealer-installed bumpers, predominantly in the 50's, 60's and 70's. These were elephant bumpers - incredibly strong, and appeared on virtually all of the major brand pickup trucks of the day.

And...they are becoming popular again with restoration buffs, so don't throw them out! With a little "IMAGINEERING" they can look like this one; nicely chromed over black bar, with chrome face moulding, installed on member Bill McMurray's truck.



A fellow IH fanatic in Manitoba sent along this authentic IH salesman's video entitled "Practical Magic". It's worth watching, if only for what they considered "special effects" in the 40's!

<http://www.youtube.com/watch?v=l4MIFryHd8E>

So now, we part with a very interesting video clip....New 850 hp (no, it's NOT an IH!) versus an antique 18 hp tractor....this is no where near an even contest!

<http://www.youtube.com/watch?v=FLQhvruimfs&feature=youtu.be>

Remember to send in your classified ads, pictures and stories of your projects! Share your passion with the membership!

See You All Again In 2014!

Bernie Yakimyshyn, Editor

DEALERSHIPS OF THE PAST

Submitted by Garry and Donna Meyer

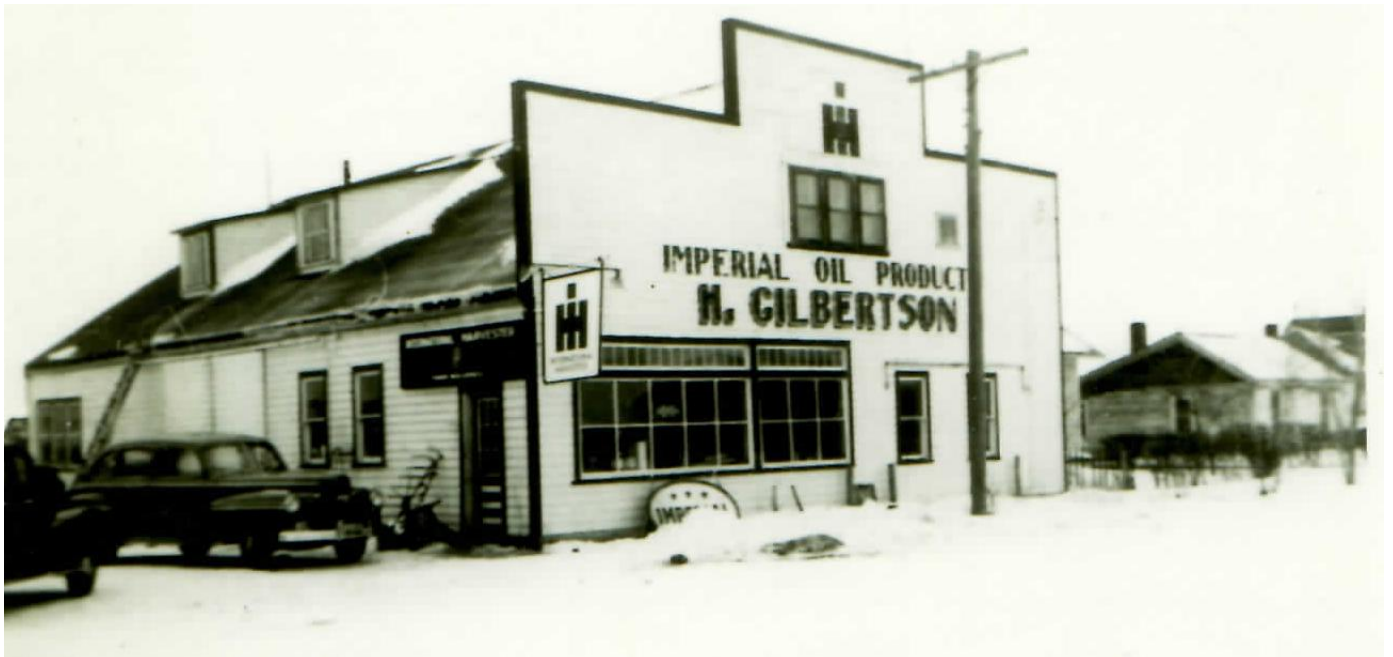
This International Harvester Dealership started in Arborfield, Saskatchewan in 1930, run by Sid Ramey until 1936. Between 1936 and 1945 A. Merriman ran the dealership.

In 1945 Henry Gilbertson took ownership until 1949 and Erle Wilson joined him in the business.

Then in 1949 - 58 Clayton Meyer and Erle Wilson took over the business.

The fifty's were very wet years and no one had money to pay their bills, so late in 54 Clayton went away to work and Erle stayed to collect what he could. It was disbanded in 1958. It was also the Imperial Oil dealership.

This picture is when Gilbertson had the dealership.



Darn Engineer

By Ralph Jorgensen

Step aside....

Designers often get a superiority complex. The farmer, the field mechanic, the salesperson get in the way. They have ways of sticking their noses into what we perceive as our territory. Sometimes it is at the expense of our favourite design or project. We really do know what everyone needs!

In another job, somewhat later in my career I was thrust closer to the farmer and the salesman. The sales manager in question had a habit of coming into my office, telling me what I was doing should be set aside to do what he needed.

We were deeply involved with the development of a new line of tillage equipment. His problem was that one of our best selling lines, the big grain auger, had trouble accepting the new larger engines. "The Ajax machine can take a 14 hp engine, why can't ours? Take a look and see if you can fit one into ours---pleeeze."

His 'intervention' got to me. Next day I walked boldly past his office and into the office of the general manger.

"Take a look at this letter sir. It is to the sales manager about his interference."

The boss read the letter then took a long look at me. "You know, we really do need sales people. They are on the firing line, squarely between the customer's needs and what we can or should be able to supply. Why don't you go across the isle and have a talk with him yourself?"

It was a tall order, but I steeled myself to do it. We worked it out and I went back to my drafting table. In an hour I came up with a new engine mount design that was able to accommodate engines even larger than the competitors.

A year later when the salesman retired, he called me aside and thanked me for the wonderful engine mount. "We are the best on the market. You made my job ten times easier!"

Engineers too, must remember to have their boots in both camps. If not, too many white elephants are produced.



Huron, South Dakota Welcomes National Red Power Round Up June 26-28, 2014

(SD State Fairgrounds)

Featuring What's New for '64



Pre-Round Up Fun!

- Huron Antique Power Show (June 21-22)
- Black Hills & Badlands Tour
- Mt. Rushmore, Deadwood, Crazy Horse Memorial & More
- SD Agriculture Museum

Tours & On-Grounds Fun!

- Laura Ingalls Wilder Homestead
- Three Days of Parading
- Live Entertainment
- Chuck Wagon Feed
- More to Come!

Admission

\$10 per day
(16 & under free)
\$25 3-day pass
\$20 3-day exhibitor pass

IH Attractions

- Inside IH Lawn & Garden Display
- Tractors: Original, Restored, Work in Progress
- Construction Equipment: Original, Restored, Work in Progress
- Cub Cadets: All Models & Attachments (Garden Equipment, Snow Blowers, etc.)
- Implements: Original, Restored, Work in Progress
- Horse Drawn Equipment
- Gas & Stationary Engines, Engine Displays
- Trucks, Pickups, Scouts & Auto Buggies
- Household Appliances & Milking Equipment
- Memorabilia & Toy Collection Displays

Stay informed and watch for updates at:



www.redpowerroundup2014.com





2014 National Red Power Round Up

June 26-28, 2014

(SD State Fairgrounds)

2014 Round Up Committee

General Chairman

Steve Masat (605) 460-0197
 Jared Beck (605) 350-1625
 Wilbur Goehring, President (605) 665-1717

Chapter Tables

Mick & Carol Osterman (605) 397-8498

Registration

Ada Jorgenson (605) 428-5103

Cub Cadets

Jim Brewers (507) 829-7452

Engines

Clem Anton (507) 829-4799

Tractors

Dennis Schilling (605) 354-2867

Vehicles

Darrell Hansen (605) 261-9720

Memorabilia & Merchandise

Christy Brewers (507) 828-7825

John Green Show Print

Suellin Lutterman (605) 690-2227

Toy

Jim Gooddale (605)-270-2766

Pre-Round Up Tour

Roger Megard (605) 594-3814

Vendors (inside, outside, food, set-up)

Joni Kiple (800) 529-0900 or (605) 353-7353
 Larry Jorgenson (605) 351-1611

Huron Hotel & Camping Accommodations

Comfort Inn

100 21st Street
 877-233-6655/605-352-6655

Huron Super 8

2189 Dakota Ave. S.
 888-889-8111/605-352-0740

Crossroads Hotel & Event Center

100 4th Street SW
 800-876-5858/605-352-3204

Best Western of Huron

2000 Dakota Ave. S.
 888-816-0317/605-352-2000

Dakota Inn

E. Hwy 14
 800-933-6626/605-352-1400

Riverside Motel

710 3rd Street SE
 605-352-6748

Top Hat

West Hwy 14
 605-352-6781

Travelers Motel

241 Lincoln Ave. NW
 605-352-6703

SD State Fairgrounds Camping

890 3rd Street SW
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Memorial Park Campground

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**Over 1,400 campsites located on
 SD State Fairgrounds!**

2014 Collector Belt Buckle Order Form



Deadline of April 1, 2014 for Reserving Previous Numbers
 Limited Edition! Only 625 Buckles Made *Manufactured in the U.S.A.*

Please mail this completed form with your check to:

Richard & Joyce Vasgaard
 28746 - 462 Avenue • Centerville, SD 57014
 Phone: 605-238-2969

Name: _____
 Address: _____
 City, State, Zip _____
 Home Phone _____ Cell _____
 Buckle Number(s) _____

Make checks payable to RPRU 2014 - Buckle. Cost: \$18 each/Shipped: \$24 (US Funds). Estimated shipping date—May 1, 2014

Stay informed and watch for updates at:

www.redpowerroundup2014.com



INTERNATIONAL
TRACTORS &
EQUIPMENT



MEMBER PROFILE- Bill & Brian Turnbull

Tractor history on Grandview Farm, Onoway, Alberta

Written by Bill Turnbull



From left - B414. Cub. Super C. H. W30. W4. W6. W9.

Grandview Farm near Onoway has been in the Turnbull family since 1902 when William C. Turnbull emigrated from England. Always a believer in horses, there was no tractor on the farm until a Fordson (and Hummingbird Thresher) was purchased in 1928. That tractor served the farm well until son Jared purchased a McCormick-Deering W30 on steel in 1940. We are not sure why he purchased that tractor when the W6 had been introduced in 1939. The W30 was the first of a long line of red tractors that assisted the farming operation well into the turn of the 21st century.



Our mother Elizabeth on the new W30 in 1940.

In 1950, the W30 was replaced with a W6 and this was the main work tractor until it was traded in for an International W400 in 1957. By the late 40s, the horses were retired and new garden equipment was needed so a Farmall Cub with all implements was added in 1950. This served primarily as a garden tractor and was the vehicle I learned to drive as an eight-year old.

When more and bigger equipment was needed, the Cub was traded off on a Farmall H in 1953. In 1966, the H was traded in for a B414 which is still in use today.

It should be noted that while we know the model of tractor used by Father and when he purchased them, we have no record of the model year or serial number. He always traded away the older model. His farm ledger gives us the date, model and purchase price, but no other details.

The farm retained its red flavour with the purchase of a 624 in 1968. This was the first of a long line of diesel tractors. In 1975 a 766 was added, giving three working tractors. The 766 was upgraded to a 1086 in 1980 while the 624 was traded in for a 986 in 1985.

The first of two 5088s was added in 1986 and a second one in 2001. The red streak was broken with the purchase of a blue Ford New Holland Versatile bi-directional 9030 in 1993. In 1999, a 3788 came on board. A Versatile 836 rounded out the tractor line in 2006 before Brian decided to retire from active farming and hold an auction in 2010.

Following my move back to the farm in 2002, a seed was planted that we should try to find models of tractors that we had used in the 50s. Thus began a series of acquisitions and restorations.



The first project was to practice and work on the B414. It became Brian's job to do all the mechanical work while I would undertake all bodywork and painting. We both worked on the teardown and rebuilding. The B414 gave us a chance to try out our skills before tackling older models.

Restoration started on March 10, 2004 when the tractor was moved into the shop. The tractor had not been washed down before winter so there was a lot of accumulated dirt and grease to remove. Most of it was removed with elbow grease and solvent. The rear wheels were quite rusted due to a fluid leak some years earlier and required extra work. The sheet metal was in generally good shape except for some holes in the rear fenders where hydraulic controls had been mounted.

No major mechanical work was done other than replacing rear and front seals on the motor. The tractor was in very good mechanical condition.

We were fortunate that March and April were not typical Alberta winter months and we were able to do much of the work outside. We documented much of the work with a digital camera and many of the early pictures were instrumental in determining where pieces were to go when the reassembly started. ***One recommendation - take lots of pictures from all angles. They could be very important in determining where parts go on the rebuild.***

We acquired various tractors at auction sales: the Cub at Innisfail; W6 at Westlock; Farmall H, W30 and W9 at Sangudo; and the W4 at a sale near Stony Plain. We also found some through private sales - Super A, two WD9s, Super C, M, a second H, another W6 (with cab and painted yellow), a second Cub with hydraulics and two W400s that will eventually become one. Once we started we realized that we could not just stop with restoring the earlier models from the early days of the farm but would like to acquire other IHC models to complete the line.

The 1948 Cub was purchased at an auction near Innisfail in April 2004. The history of the tractor was unknown. It appears that the Cub had undergone at least one restoration a number of years ago as there definitely had been a number of repairs (some very suspect) and a paint job that was still not too bad. Rust had been controlled so that was a bonus. Sheet metal was good but rubber should be replaced (this has still not been done).

Although it ran, the engine was rough and put out some blue smoke. There were a number of leaks, indicating seals that needed replacement. A bent air cleaner pipe and steering support post indicated that there may have been an accident in its past. The left rear cast housing was also welded, indicating a major break. The coolant reservoir was also in need of repair after frost obviously left its mark.

The Cub was moved into the shop on February 24, 2005. The tractor was completely disassembled, taking apart everything that would come apart. Before reassembly, we replaced seals, gaskets, rings, and bearings, did a valve job, and made sure that all mechanical components were in full working order.



We had no problem getting parts. Rings, bearings, seals, carburetor kit, etc. all came from the nearby CASE IH dealer. Even a bushing for the steering box was still available. A local machinist rebuilt the steering wheel hub and the PTO shaft. A new grill was ordered. The tractor was finished in time for the Onoway parade on June 4.

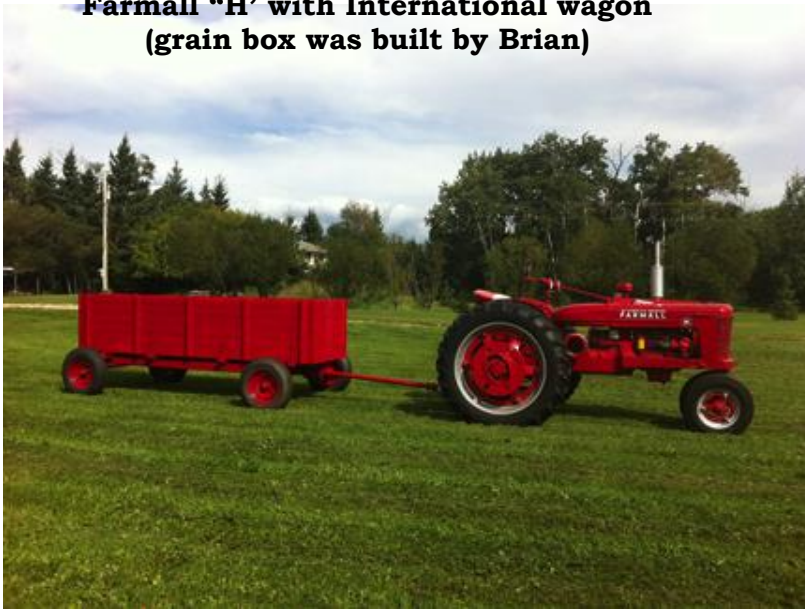
The 1949 W6 was purchased at auction in Westlock in June 2005. It was not running at time of purchase. We installed a new carb kit and cleaned the gas tank of sludge. We started the tractor in January 2006 and it appeared to run well. No knocks or major leaks. Body restoration was started as mechanical seemed to be OK. Tires were replaced. Body restoration and painting were completed by end of May 2006 but when the tractor was restarted, the engine smoked badly. Obviously an engine overhaul was called for but was not done until the winter of 2010-2011.



Our next project was to restore the Farmall H that has been acquired at the George Suntgens auction at Sangudo in October 2006. The tractor appeared to need little restoration until we started to tear it down in January 2007; we soon discovered there was a need for a major overhaul. The head was in good condition but a valve job was required. We also installed a new set of rings. The right rear bearing was gone so new bearings were installed.

All bodywork was completed and the tractor was primed and painted by the end of May. We used IHC 2150 paint. Unfortunately we did not get the mechanical work done before the Onoway parade but the "H" was on display on the trailer. No further work was done until the winter/spring of 2009 when it was finally completed.

**Farmall "H" with International wagon
(grain box was built by Brian)**



As the "H" was the final restoration planned of tractors that had been on the Turnbull farm (except for the W400 which will be major), we took a hiatus while a major farm auction was held in 2010. Later that year, we started work on the W4 and did the engine overhaul of the W6.



The W4 ran well so no work was planned for the motor. Minor tune-up included points, plugs, wires, and carb. Rear seals needed replacement and this proved to be a major task. It took many days with a special puller to get the hubs off. Tractor was split as it was easier to paint the components and put things back together after the paint dried. The W4 was completed in May of 2012.

Brian harrowing with the W4, working the soil before planting the wheat for the threshing bee.

In January 2013, we began work on the 1953 Super C purchased from Al Wild. New tires were purchased. Sheet metal was good and only required minor work. The engine was overhauled with new rings and pistons. Bodywork was delayed because of the late spring - work is usually done in front of the shop to eliminate dust in the shop. Painting was not completed until August. Everything was put back together in time for the annual threshing bee at the farm but the "C" had not yet been restarted.



We found that most parts were easy to acquire and we used several outlets in addition to CASE-IH. Steiner Parts helped us out as did Diamond Farm Tractor Parts in Ontario. We painted with Home Hardware International Red or CASE-IH 2150. Tires were purchased through the local tire dealer in Onoway. Most of the painting prep was done by hand with only a few small parts done in a sandblasting cabinet. Most of the dirty work was done outside the shop when weather permitted.

Our next project will be a 1948 Super A which we purchased in November of 2003. As well, we hope to overhaul the brakes on the W30 to allow it to be loaded on a trailer and taken to parades. The body will remain as is. Further projects will include paint on the W9 gas and WD9 as both run well. If anyone knows of a "B" or "BN", we would be happy to complete our letter tractors.

Farmall "H" on wagon at threshing bee



One of the highlighted activities to display our tractors is the annual threshing bee sponsored by the Onoway and District Historical Guild. The activity has taken place on the Turnbull farm for the last 4 years and gives the community a chance to partake in harvests of old. Even the crop has been planted using old equipment.

W6 running the threshing machine.



We have thoroughly enjoyed our involvement in bringing these old machines back to life. If time permits, there could be others in our collection.

SHARING THE PASSION FOR RESTORING AND COLLECTING IH!

Submitted by member Carl Lundberg

Carl has offered these pictures of his IH tractor collection to share with our membership. Carl and wife Louise hope to host a Harvester Afternoon in the near future at their farm southwest of Turtleford, Saskatchewan. Stay tuned for more information in upcoming newsletters!



BUY/SELL:



Wanted: for 1973 IH 766 tractor. Need both flat top fenders, floor, steps and battery boxes.

Contact: Gary Algot 780-741-2115

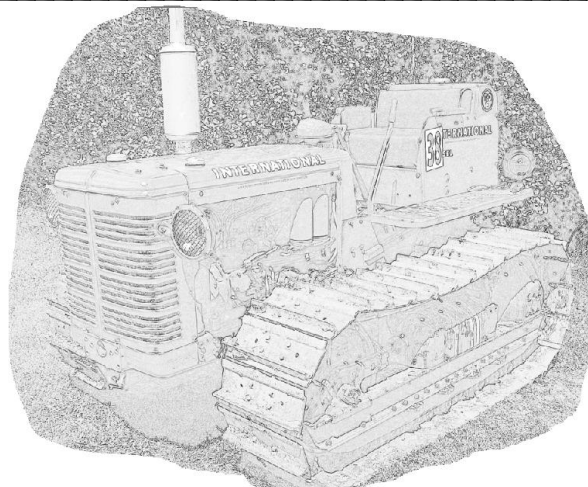
For Sale: A white Factory Deluxe Cab for 1973 IH 766 tractor. Or, would trade for the fenders, floor, steps and battery box listed above. Contact Gary Algot 780-741-2115

Wanted: A set of tractor splitting stands, suitable for a IH 400, universal type would be OK.

Contact: Darald Marin, email: daraldm@hotmail.com

Wanted: Good used engine or engine block for D236 diesel for IH 684 tractor.

Contact: Bernie Yakimyshyn, 780-464-1030 or email: yakimys@shaw.ca



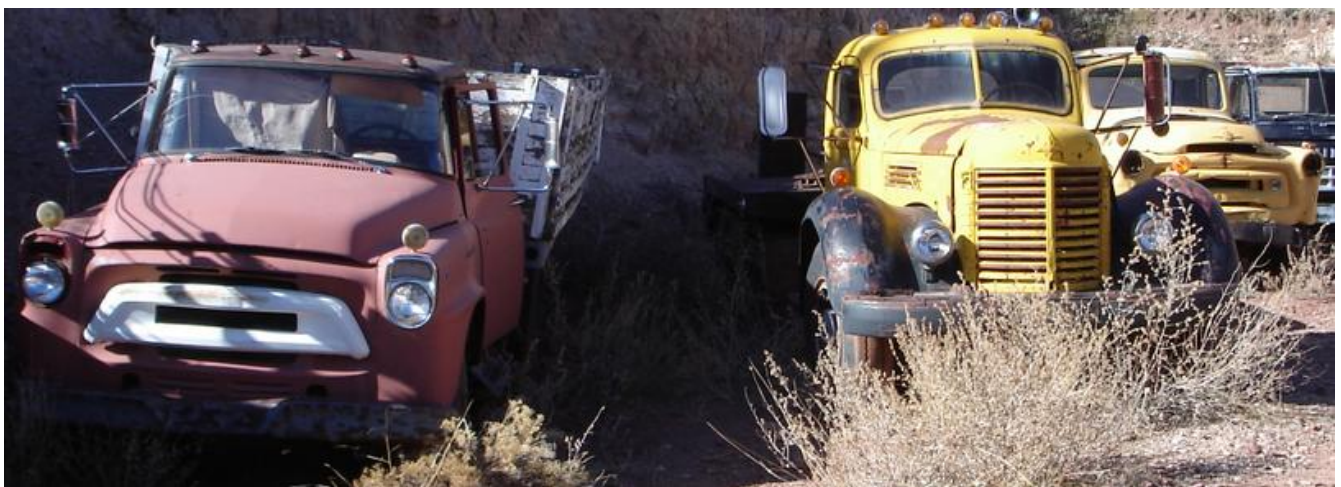
For Sale:

International
560D - late
model 1963 #
5499. Good
original condition.
Recent engine
overhaul. Front
tires new, rears
are 50 %. Needs
paint. \$2350.
Contact:
Gary Algot
780 741 2115



For sale: 1940 Farmall "M" , S/N FBK 9976, with factory hydraulics, and appears a some what unusual wide front. \$500.00. Contact: Glenn Sitler 780-464-5195





Words of Wisdom from the NIKKINUT SHOP!

Well, after nearly thirty years and several hundred thousand miles, our R120 leaves here today. I am okay with it going to her new home and the next part of its life. My two kids, on the other hand, are not easy with the truck leaving.



It was 1984 when the truck arrived here and my daughter was born. The two of them became important parts of our family. Two years later, my son arrived. By this time the truck was my daily driver and it was the transportation that took them to their first days in school and the R picked them up on their last days in High School.

When my daughter was about 8 years old, she sat in her booster seat, at the steering wheel of the R120 and with a brave look on her face, she guided the R in the Parade of vehicles in the Puget Sound Antique Machinery Show. I had one hand on the kill-switch and the R idled along at about 1 mph. There were the other times that the truck box and canopy were her play-house and my son and his friends used the truck as their fort. We camped in the R and it brought our Alaskan Camper home then hauled it away ten years later.

Over the years, the R brought our dogs home on their first days with us and has taken Max, Schutzy, and Heidi to the Veterinarian on their last days.

There was the time that I was driving south from Lloydminster to Medicine Hat, on the Alberta side of the border. The R was really cooking along with the C6 in top gear and the Gear Vendors overdrive locked in. It was one of those sunny Alberta days with next to no traffic. I had the air-conditioning on and the windows up. Very suddenly and without warning I heard a Police siren. My first reflex was to look at the speedometer and my heart sank. NO, not my first ticket ever! I was certainly exceeding the posted limit of 60 mph. The RCMP officer asked for my registration and driver's licence and after checking them out, he returned them and suggested that I try and keep my clear licence and slow down just a little. He said, "You do know that you were going 86 mph"? As it turns out, he was born in the area and drove his father's R, back in the day. He said that one of

the reasons that I was not getting a ticket was because it might be difficult to convince a judge that a Binder could fly this fast, let alone do 86 under its own power.

The R took my son to his Grad but my daughter went in our '40 Ford.

The R has traveled all over Western Canada and the Pacific Northwest. In another posting, I told of the trip that the R120 took us on, 58 kilometers out into the woods, over trails that are not on any maps, on a 3 1/2 hour each way trip through creeks where the water was deep and moving quickly. The rules were, turn right when you see a red surveyor's tape and turn left when you see a yellow tape. We had to stop the R while a Grizzly Bear finished its business, on the road. The joke in that area was that Grizzly Bear poop is easy to identify because it has little bear warning bells in it and it smelled like pepper spray.

About 20 years ago, a local church asked of I would be so kind as to pick up some large stuffed animals and deliver them to their church for an event they were planning. My son and I and the box full of stuffed animals must have looked like a scene from one of Roger Bolen's Animal Crackers cartoon series. Our pick-up and delivery trip crossed the path of a local TV reporter who does those special interest stories for the 6pm news. While the stuffed animals were the main story, the R shared a small part of the story. The R has been in several movie shoots here in Hollywood North.

On the rare occasions when we get some snow, the R in 4X4 and Diesel was often the only vehicle that could make the steep and slippery hills. I picked my parents up at YVR in the R and this was a real treat for them. The last time they saw the R, it was in a junk yard in Alberta. I brought the contents of my Father's shop out to the Coast after his funeral. It was his wish. The R handled this much better than I.

So, life changes and goes onto the next chapter. I know that after amajor rebuild, the R will go on servingfor many more years. I might even get to go and visit the R from time to time.....



TECH TIP

Submitted by member Clayton Kucherawy

Internationals are just amazing! They are well built, rugged, and seem to last forever. I wanted to do a 4x4 conversion on a 1950's International pickup but wanted to keep my truck all International, except for the axles. This is not the easiest way to go. The easy way is to mount an IHC cab on a newer frame but that's not my style. This is not going to be a show truck either. It will be a real truck used to haul materials with, go hunting with, push snow with and more. I may not even paint it as I kind of like the patina but I will cross that road in the coming months.



I purchased a 1954 R130 over the internet so it was kind of a surprise when it showed up. The body was in good shape but the frame was not. So a frame from a 1956 112 was purchased. The frame underwent some repair, sandblasting and painting. Common to all these trucks is damage to the front cross member. In the picture you can see some welding and beefing up of this area.

In order to mount the Dana 60 front end, custom brackets had to be made. I designed them and cut the parts then had a local welding shop weld them. I can weld but in critical areas I want the best welds possible. The brackets mount to the original locations and mostly utilize original bolt holes. The front springs are custom made by a very helpful spring shop in BC. They are kind of a mix of 1956 IHC and 1980 1 ton Chevy. In the back I used 1980 1 ton Chevy springs without the over loaders. The spring brackets from the Chevy were used too but needed to be modified.





The rear axle came from the same truck as the front. It is a GM 14 bolt with 4.56 gears. I am in the middle of doing a disk brake conversion on it and in the picture you can see the disk brake brackets in place.

The next job will be to connect the original IH steering to the Dana 60; this will be tough. I also have to fab shock mounts and deal with the brakes.

I hope this was interesting to all who read it and perhaps helpful to a few people doing something similar. Next



time, in addition to the steering, shocks, and brake work, I will delve into the powertrain, which consists of a rebuilt International 264 engine with a 4 speed transmission and a NP 205 divorced transfer case.

BUY/SELL

For Sale: 1966 1300A, 134" WB, duals, 304 4spd. Says 30 K on the speedo. Floors could use a small patch, but the outside is very good condition - surface rust only. VERY nice front clip. Hard to find fenders, grille and bumper in this shape. I bought it for the parts, but she's too good a shape to rob - she needs to live on! Runs but has one weak cylinder - backfires through exhaust. Rubber is decent.

\$850 gets you the truck as you see it.

\$950 you get the truck with two very good used heads from another 304.

\$1100 the truck comes with another complete running engine out of a 1980 Scout.

Might consider an interesting trade.

Contact: Bernie at 780-464-1030 or email: yakimys@shaw.ca



For Sale: Many parts trucks and restorable units being offered by
Ron Gerlinski 1-306-883-2458 of Spiritwood, SK:

Parts trucks at Crusher Prices:

1938 D-2, no box	\$100	1940 D-15 one ton	\$250
1950's R-190	\$250	1951 Metro 3/4 ton van	\$250
1953 R-110 short box	\$250	1953 R-110	\$250
2- 1956 S-110, good bodies, each	\$250	1957 A-100 short box step side OK box	\$150
1957 A-100 Golden Anniversary no box	\$250	1959 B-110, no power train	\$ 50
1959 B-11- complete	\$250	1961 C-110	\$250
1961 C-110, short box swept side	\$250	1962 C-110 cab/front clip on partial frame	\$100
1962 C-110 step side, very good 8.5 foot box	\$250	1962 C-110 Panel	\$250

1962 Travelall, front collision	\$150	1967 Travelall, seized 304, rusty,	\$250
1970 1000 304 automatic	\$250	good end gate with glass	
1973 1000, no motor, good body	\$250	1974 100 with 345 automatic	\$250
1974 100, no motor, body okay	\$250	1974 200, cab and front clip on	\$100
1972 Travelall, body good, end gate with glass	\$150	partial frame	
1979 Scout II 4x4 345 auto, Midas package	\$400		

Restorable Trucks:

1929 S-26 complete, have all new wood cab pieces, good power train	\$1000	1973 1010 Travelall, 392 auto, custom interior and exterior, rusty body.	\$1000
1935 C-30 1.5 ton dually complete. Some rust but not bad	\$600	1975 200 3/4 ton 345 auto, custom interior and exterior, excellent power train, no box, rusty body, drives nice	\$500
1957 A-100 short box, step side, B-240 3 spd, very little rust	\$750	1975 200 3/4 ton 392 5 spd, custom interior and exterior, excellent power train, rusty body, drives really nice	\$1000
1957 A-120 3/4 ton 4x4, B-240 4 spd, good power train, rusted badly. Have spare cab, fenders, box	\$1000	1977 1800 Tandem, V8-446, 5 +4 Good tires, drives nice	\$3000
1959 B-100 short box, swept side, B-264 3 spd, runs and drives almost no rust	\$1000	1979 Scout Traveller, 4x4 345 auto 3:07 differential, Factory Midas Package, excellent power train, rusty body, drives nice	\$4000
1959 B-100 Travelall, complete, has all chrome pieces, B-264 3 spd, very little rust	\$750	1979 Scout Terra 4x4, 345 auto, factory winch with factory winch bumper, good power train, rusty body	\$1000
1968 1100, 345 auto, custom interior and exterior. Has all its chrome pieces, drives really nice, body rusted badly, have spare box.	\$1500	1980 Scout Terra 4x4 345 auto, factory winch with factor windh bumper, good power train, rusty body	\$1000
1971 3/4 ton 4x4, 345 4 spd, good power train, rusted badly, have spare box	\$1000		

Restored trucks:

1962 Scout 80 4x4, 152 slant 4 motor, 3 spd
Transmission, 2 spd transfer case, dual tanks, dual mirrors, factory radio, restored in 2000. Has won many awards at shows. Price \$20,500

Contact: Ron Gerlinski
1-306-883-2458



