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Antique Farm Power & Machinery Association



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MARCH 2023

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PRESIDENTIAL STATE OF THE HILL ADDRESS:

Greetings to all Heritage Hill Members. If you are anything like me, I am pretty much over winter and what it entails. It has had me dreaming of other things that the area hot summers bring. When faced with the task of shoveling snow, it is natural to yearn for a simpler and more satisfying task. For many, baling square bales may be just the ticket. Just like shoveling snow, baling hay requires physical exertion, but they both have a clear and tangible result at the end of the day. You can look at a stack of neatly baled hay and know that you have accomplished something concrete and productive.

Baling square bales also has a unique appeal. There is something timeless and romantic about working with the land, getting your hands dirty, and producing a product that is both practical and beautiful. The smell of freshly cut hay, the hum of the baler, and the rhythm of the work can be deeply satisfying.

Of course, baling square bales is not for everyone. It requires a significant investment in equipment, as well as knowledge of the land and the crops being grown. While it may be less physically demanding than shoveling snow, it is still a tough job that requires stamina and strength.

For those who are up to the challenge, baling square bales can be a rewarding and fulfilling way to spend the day. When the snow starts to fall, you can take comfort in the fact that you are not out there shoveling, but instead working on something that is both practical and enjoyable.

Best regards, Grant Schmieg



MEETING NOTICES & COMING EVENTS

Board Meeting	Sunday, April 2, 2023, 7:00 pm, HH Threshers' Kitchen.
Membership Meeting	Sunday, April 2, 2023, 6:30 pm, HH Threshers' Kitchen.
Heritage Days 2022	June 15 - 17, 2023
Christmas Party	To be determined

TREASURER'S REPORT: February 2023

Financial Statement: February 1, 2023

Internal Accounts

\$42,212.51	General Fund
\$4,868.00	Chapel Fund
\$18,243.70	Farming Fund
\$108,692.30	Insurance Claim Fund
\$10,000.00	Insurance Premium Fund
\$184,016.51	

Depository Accounts

\$2,290.50	Citizens Alliance Bank - Checking
\$181,726.01	CAB - Preferred Money Market
\$0.00	CAB - Certificate of Deposit
\$184,016.51	TOTAL
\$0.00	Loan Balance - Citizens Alliance Bank

Operating Statement

\$184,016.51 **Balance: February 1, 2023**

	<u>RECEIPTS</u>		<u>DISBURSEMENTS</u>
\$90.61	Interest		(\$285.95)
\$90.61	TOTAL		(\$285.95)

\$183,821.17 **Balance: February 28, 2023**

Financial Statement: February 28, 2023

Internal Accounts

\$42,017.17	General Fund
\$4,868.00	Chapel Fund
\$18,243.70	Farming Fund
\$10,000.00	Insurance Claim Fund
\$108,692.30	Insurance Premium Fund
\$183,821.17	TOTAL

Depository Accounts

\$2,004.55	Citizens Alliance Bank - Checking
\$181,816.62	CAB - Preferred Money Market
\$0.00	CAB - Certificate of Deposit
\$183,821.17	TOTAL
\$0.00	Loan Balance - Citizens Alliance Bank

DIRECTORS MEETING MINUTES: March 6, 2022 Grant Schmeig, Acting Secretary

The Board of Directors met Sunday, March 5, 2023, 6:00PM, via Zoom.

Present were Schmieig, Coon, Grube, Bergquist, Hamann, L. Ashling, K. Ashling, Lagred, Schultz

Acting Secretary Schmeig presented the January 8, 2023 Directors meeting minutes. M/S/P Bergquist/Lagred to approve the minutes as presented.

Treasurer Bergquist presented the February 2023 treasurer's report. M/S/P Coon/ L. Ashling to approve the reports.

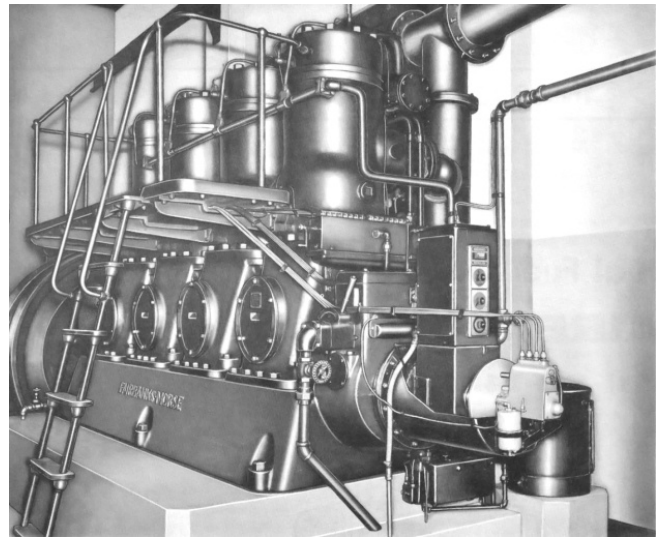
Meeting actions and discussion:

- **Kitchen:** To date there has been no solid commitment from any HH member to chair, organize an provide food service in the Threshers Kitchen for the 2023 Threshing Show. MSP Hamann/Grube to authorize a food vendor for 2023 Threshing Show food service.

- **Scheduled Events at HH:** There is a graduation scheduled May 27, 2023 at the HH show site. If you are present in preparation for the show, please respect the party using the facilities.
- **Dissolution Letter:** Bergquist reported on the proposed dissolution of MVAFPMA since the January 20, 2023 letter was sent to the membership. To date no HH member has proposed presented a comprehensive or long-term solution for the future of the organization. (See newsletter insert for more details).
- **Tractor Pull:** The large tractor pull has been scheduled for 5 pm this year.
- **Membership Meeting:** April 2, 6:30pm HH show grounds.
- **Board Meeting:** April 2, 7pm HH show grounds.
- **Adjournment:** Bergquist/Lagred

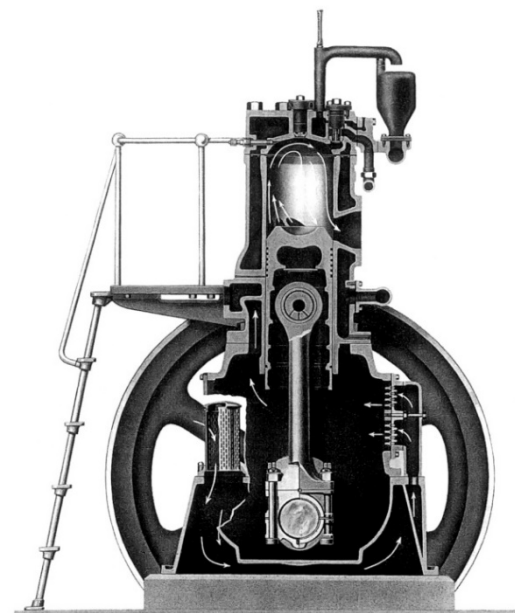
Fairbanks Morse Model 32 Stationary Engine

In 1823, Thaddeus Fairbanks and his brother Erastus founded the E & T Fairbanks Company, which operated an iron foundry. In June 1832, Thaddeus patented the platform scale which quickly became the mainstay of the company. Back then, scales were integral to business as marine and railway shippers charged by weight. The E & T Fairbanks Company became the leading scale manufacturer in the United States and sold thousands of scales in the US, Europe, South America, and China. In the 1870s, Charles Morse, an E & T Fairbanks Company distributor, was responsible for adding Eclipse Windmills and pumps to the E & T Fairbanks Company product list. Morse's successful sales abilities enabled to him becoming a partner, and the company was eventually renamed Fairbanks Morse & Company. In the late nineteenth century, Fairbanks Morse & Company continued to expand its now very diverse product line. The Company began producing oil and naphtha engines in the 1890s. The Fairbanks Morse gas engine became a success providing power for irrigation, electricity generation, and oilfield work. Small power plants built by Fairbanks Morse were popular and evolved by burning kerosene in 1893, coal gas in 1905, and semi-diesel in 1913. After the expiration of Rudolf Diesel's American license in 1912, Fairbanks Morse entered the large engine business. Introduced in 1914, the company's large Model Y semi-diesel stationary engine became a standard workhorse used by sugar, rice, and timber mills; mines, and other applications.



The Model Y was available in sizes from one through six-cylinders, or 30 to 200 horsepower (22 to 149 kW). Successor to the

Model Y, the Y-VA engine was developed in Beloit, Wisconsin and introduced in 1924. It was the first high compression, cold start, full diesel developed by Fairbanks Morse without the acquisition of any foreign patent. The Y and Y-VA engines were made to run for long periods without stopping. By 1925 there were over 1,000 American cities generating electricity with Fairbanks Morse engines. Around 1925 the Y-VA diesel was improved and renamed the Model 32 engine. The Model 32 was the culmination of many years of improvement upon the initial Model Y design. The improvements included various cylinder head designs, increased compression, and the eventual adoption of high-pressure injection and differential fuel injectors. To differentiate various cylinder heads and methods of induction on the Model 32 engine series, letter designations A thru E were used. The Model 32 was available in two-cylinder sizes: 12 in (305 mm) bore with a 15 in (381 mm) stroke and 14 in (356 mm) bore with 17 in (432 mm) stroke. The 12×15 engine, known as -12, was available in one- through three-cylinder versions with each cylinder displacing 1,696 cu in (27.8 L) and producing about 40–50 hp (30–37 kW). The 14×17 engine, known as -14, was available in one- through six-cylinder versions with each cylinder displacing 2,617 cu in (42.9 L) and producing 60–75 hp (45–56 kW). Normal operating speed ranged from 257 to 360 rpm. The two-stroke, water-cooled diesel of all cast iron construction was air started with 250 psi (17.2 bar). The only moving parts in the Model 32 were the pistons, connecting rods, crankshaft, oil pumps, fuel pumps, flywheel, and



governor. The engine had no intake or exhaust valves. Air was drawn through the crankcase and into the cylinder when the piston uncovered an induction port. The air was then compressed by the piston as fuel was injected into the cylinder at 2,000

psi (137.9 bar) and ignited by the heat of the 500 psi (34.5 bar) compression. As the piston moved down on the power stroke, it uncovered the exhaust port, allowing the burnt gases to be expelled. Fuel consumption was around 0.39 pounds/hp/hour (237 g/kW/h). The Model 32 engines were in service for years in power stations, manufacturing plants, ice plants, flour mills, rock crushing plants, cotton gins, seed oil mills, textile mills, irrigation and drainage pumping stations, and many other locations. To give some idea of the service life of the engine, at 10,000 hours of operation the needle rollers on the piston pin should be replaced. At 20,000 hours the needle rollers should be replaced again and the piston pin should be rotated 180 degrees. At 40,000 hours, or 4.57 years of continuous operation, the piston pin and bushing should be replaced. The Model 32 was built at least into the 1940s. Several engines were still in regular service at various locations into the 1970s, with at least one being run until 1991. The Indian Grave Drainage District in Quincy, Illinois still has three operational Model 32 engines, and three engines are on standby as back-up power generators in Delta, Colorado. Today, stationary diesels are still used for power generation, pumping, and other purposes. Fairbanks Morse still exists in this field and manufactured marine and locomotive diesels. As far as the Model 32 is concerned, some still exist in abandoned factories and power stations, while others have been saved and preserved. A few Model 32s are run for special events, enabling them to shake the ground once again.

Dissolution Letter Update – March 14, 2023:

A letter dated January 20, 2023 was sent to the entire Heritage Hill membership regarding organizational options under consideration by Heritage Hill Board of Directors. The letter outlined multiple factors which have led to the current state of affairs. Those letters were sent to 125 households, representing 193 current members. **So far, 5 responses have been received**, 1 more response since the February newsletter report, most inquires entailed some additional questions and clarity. Collectively, those same contacts shared in the disappointment, but understood that the organization is not sustainable with the currently interest level among Heritage Hill members. So far, no member has come forth with a comprehensive plan to continue operations. As stated in the letter, the 2023 Heritage Hill Threshing Show is still scheduled. Unless there is a significant new development, the current plan is to seek legal advice in July 2023 regarding the future options available. Updates will be available via future newsletters and membership meetings. Feel free to contact President Grant Schmieg, 605-291-9551 or Treasurer Leslie Bergquist, 320-226-7878, with questions, concerns, or any comprehensive plan of action. Thank you.

