

President

Duane Grube, Jr.
320-815-5791

Vice-

President

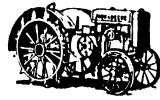
Robert Schultz
320-444-4861

Secretary

Grant Schmieg
605-291-9551

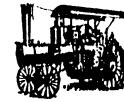
Treasurer

Leslie Bergquist
320-226-7878



Minnesota Valley

Antique Farm Power & Machinery Association



5030 Twentieth Avenue Southwest

Post Office Box 226

Montevideo, MN 56265

JUNE 2020

<http://www.heritagehill.us>

<https://www.facebook.com/heritagehillshow>

Directors

Kyle Ashling
320-361-0599

Stephen Coon
320-841-2211

Beth Finn
320-226-6090

Dustin Johnson
320-226-1947

Scott Thissen
320-444-3861

Ex-Officio

Gerald Kleene
320-894-9149

PRESIDENTIAL STATE OF THE HILL ADDRESS:

Greetings to all. It is certainly feeling like summer lately and beginning to look like it, too. My lawn is turning brown quickly. Unfortunately, the Appleton area has not received the rainfall received in the Montevideo area. Repeatedly, when a half inch or better fell around Montevideo, Appleton area received a tenth or just enough to dampen the concrete. The crops are off to a good start. Last year we were just getting started on soybeans. This year most seeding was completed by May 1. The good thing about the dry weather this time of the year is that the crops are not using much water and the roots are forced to go deeper. If the 2020 growing season proves to be dry, the plants have a better chance of pulling up moisture. With planting done, many of us farmers move on to machinery maintenance, spraying and rock picking. The last receding glacier was not kind to the Appleton farm land; rock picking is a never-ending task. Every year there is another batch that surfaces. They range in size from pebbles to boulders....to whatever would be the term for larger than boulders. I pick rocks after fall tillage, before and after spring tillage and then hand pick after planting. Recently, I have offered for the church youth group to pick rocks as a fundraiser. With the COVID-19 issue, that plan failed this spring. Therefore, daughter Becky was recruited to help. The family dog Bella needed to supervise what we were doing. It's always a good feeling to get that job completed.

At the June Board of Directors meeting, held on May 31, a plan to resume membership meetings was discussed. Following Minnesota Department of Health recommendations, the directors decided to table any such decisions. Hopefully these issues will start to settle down later this summer allowing members to reunite again. As the majority of the membership is in a vulnerable age group, I feel it is prudent to continue to avoid large gatherings. That being said, it is important that all members be kept abreast of Heritage Hill news and decisions. Your input, ideas and suggestions are valued. Please email or call when you are able.



Promotions and plans for the 2021 Threshing Show need to progress. One decision needed was for a 2021 feature tractor as the promotion director wants to start advertising the 2021 Threshing Show, including the feature tractor, as soon as practical. There was a nice selection of International Harvester tractors to consider: Stephen Coon submitted his International 240, Dustin Johnson submitted his Farmall H and Sam Ashling his Farmall M. Although it was a tough decision as all these tractors were nicely restored, Sam's M will be the feature.

Annual Heritage Hill elections are coming in October. Please consider running for a position. President, vice president, secretary, treasurer and two board positions are up for election. One director has expressed a desire to not run again and as I have stated in the past, I will not be running for re-election as president. I have served two terms and it is time for someone else to step up and take the reins. Just because we have an incumbent in a position you are encouraged to submit your name for the same. Much like the feature tractors, it is nice to have a selection for each position. If you are willing to serve your club, please contact Bob Schultz and let him know. He has graciously agreed to chair the nominating committee, accepting help from anyone that is willing.

Progress continues on the crane and shovel to get them operational. It is nice to have an enthusiastic group who are skilled and willing to tackle such projects. Work on the Holtan Powerhouse continues as well; many unique engines are now on display. Numerous other individuals have expressed interest in bringing more engines to display in 2021. Additional attractions are always of interest, anything to improve the Threshing Show would be great.

As this nation struggles with the virus and the social upheaval, please keep those on the frontlines in your thoughts and prayers. We will get through this together. Stay safe and be well. Until next month.....

Thanks, Chip Grube, President

MEETING NOTICES & COMING EVENTS

Membership Meeting & Family Picnic	Monday, June 16 2020.
CANCELLED DUE TO SOCIAL DISTANCING REQUIREMENTS.	
Board Meeting	Sunday, July 5, 2020 6:00 pm @ Heritage Hill
Heritage Days 2020	June 19 - 20, 2020
CANCELLED DUE TO COVID-19.	
Christmas Party	Saturday, December 12

MEMBERSHIP MEETING MINUTES: May 19, 2020 – Grant Schmeig, Secretary

COVID-19 Cancellation

DIRECTOR MEETING MINUTES: May 31, 2020 – Grant Schmeig, Secretary

President Grube called the meeting to order at 6:00 PM, Sunday, May 31, 2020 in the Heritage Hill Threshers Kitchen.

Grube led the pledge of allegiance.

Board Members present: Ashling, Bergquist, Coon, Grube, Johnson, Kleene, Schmiege, Schultz and Thissen. Absent - Finn.

Secretary's Report: None due to COVID-19 meeting cancellation.

Treasurer's Report: Not available due to early meeting.

- **Lawn Mowing:** Discussed possibly moving the lawn mowing event to weekends so more members can help.
- **Raffle Tickets:** Thank you to Schultz and Kleene for managing the raffle tickets. All 2020 raffle ticket purchasers were contacted with options of 1) refund; 2) replace with 2021 raffle ticket; or 3) donation. Also discussed when to begin selling 2021 raffle tickets; possibly in Fall 2020.
- **Sponsorships:** Boraas Crop Insurance donated a 2020 sponsorship, discussed how to recognize that sponsorship. Possibly in the form of an advertisement.
- **Membership Meetings:** Possibly resume in Fall 2020; State of Minnesota Department of Health guidelines will be monitored.
- **Website Domain:** Has not yet been transferred, Kleene is still processing.
- **Elections:** Candidates needed for a few positions including: President, Vice President, Treasurer, Secretary, and two director positions.
- **Membership Dues:** Despite dues notifications sent in February, there are still an alarming number of members who have not paid their 2020 dues. If you know somebody that has not paid please encourage them to do so.
- **2021 Feature Tractor:** Three International Harvester tractors were nominated for the 2021 feature; Farmall M won the vote.
- **Steam Engines:** Directors decided to ascertain the same three steamer engines for 2021 that were arranged for the 2020 Threshing Show.
- **Tractor Pulling Skids:** Due to the disorganization of the 2019 tractor pull, directors decided to consider other tractor skid services for the 2021 Threshing Show.
- **Friday Night Entertainment:** Attempts will be made to book the same band for the 2020 Friday night entertainment. Also a bean bag tournament was discussed.
- **2022 Tractor Feature:** Coon suggested to repeat the 2020 planned 1960's tractor feature in 2022. Directors agreed to repeat feature as discussed.
- **Holton Building Expansion:** A quote is being put together for the possible expansion of the Holton building in the future. Any such proposal needs to be recommended by the Board of Directors to the membership for approval.
- **Loading Dock:** Due to the needed space, it would be beneficial for the current loading dock to be relocated. Discussed moving the loading dock to the north driveway entrance for ease of semis and trailer access. M/S/P Bergquist/Ashling to relocate the loading dock in close proximity to the north driveway entrance.
- **Construction Exhibit:** Equipment by campground needs to be moved further south to make room for a construction exhibit.
- **Swap Meet:** A swap meet area needs to be designated so the soil can be leveled and holes filled.
- **People Movers:** Specific loading/unloading areas need to be designated on show grounds.
- **John Deere 55 Combine:** A playground built out of the old combine was re-discussed.
- **Moonshine Still:** Possible plans for a moonshine still and shelter were discussed for the 2021 Threshing Show.

Adjournment: M/S/P Bergquist/Ashling to adjourn.



TREASURER'S REPORT: May 2020

Financial Statement: May 1, 2020

Internal Accounts

21,104.90	General Fund
4,513.00	Chapel Fund
17,500.00	Farming Fund
10,000.00	Insurance Fund
\$53,117.90	TOTAL

Depository Accounts

\$1,531.74	Citizens Alliance Bank - Checking
\$51,586.16	CAB - Preferred Money Market
\$0.00	CAB - Certificate of Deposit
\$53,117.90	TOTAL

\$0.00 Loan Balance - Citizens Alliance Bank

Operating Statement

\$53,117.90 **Balance: May 1, 2020**

RECEIPTS

\$25.00	Dues/Membership
\$5.41	Interest
\$30.41	TOTAL

DISBURSEMENTS

(\$795.00)	Advertising
(\$191.75)	Electricity
(\$6,943.56)	Property Insurance Premium
(\$102.00)	Office Postage
(\$1,598.85)	Farming Expense
(\$120.00)	Repair
(\$9,751.16)	TOTAL

\$43,397.15 **Balance: May 31, 2020**

Financial Statement: May 31, 2020

Internal Accounts

12,773.00	General Fund
4,513.00	Chapel Fund
16,111.15	Farming Fund
10,000.00	Insurance Fund
\$43,397.15	TOTAL

Depository Accounts

\$2,805.58	Citizens Alliance Bank - Checking
\$40,591.57	CAB - Preferred Money Market
\$0.00	CAB - Certificate of Deposit
\$43,397.15	TOTAL

\$0.00 Loan Balance - Citizens Alliance Bank

Leslie K. Bergquist, Treasurer

EXTRA: Allis-Chalmers 190XT (continuation of last month's article written by Chip Grube for The Allis Connection Magazine)

190XT (times 2): I purchased my first tractor at the age of 13, in December of 1977. I had rented some land and decided to purchase a 190XT. I paid \$8500 for it with a new Year-Round cab. It took over the heavy jobs from our One-Ninety. I thought wonders of what I had until I got it to the field. It had not had the best of care. The radiator was in desperate need of cleaning as it would run hot. It used a fair amount of oil as well. I ended up overhauling the engine a couple of years later. I had John Klang of John's Diesel in Montevideo work his magic on the injection system. When he was done, I had one of the few Allis' in the country that didn't smoke much. When it was pulling hard, one had to look carefully to see any smoke coming from the exhaust. It was a very good puller. Not too long after that, I was field cultivating a field when a fan blade broke and went through the radiator. Back then, it was tough to find a good used radiator so I ended up buying a new one for \$750. That was a lot of money back then. At that point, I told my father he better check his One-Ninety fan to make sure the same thing wasn't happening to that. To make a long story short, he didn't check it, but with his luck, his fan broke that next summer, but the blade shot straight out the bottom and never touched a thing on the way out!

The winter of 1982/83 I attended an area tech school for Farm Diesel Mechanics. I took that opportunity to go through the transmission on the XT. Other than some seals and a couple bearings, it was in pretty decent shape.

One year later, the timing gears on the engine went bad. The end result was having to have the crankshaft reground. It ran about 100 hours after that when the crankshaft broke. It turned out the shop that ground the crankshaft didn't chamfer the journals right which caused the breakage.



At that point, in 1984, between all the repairs and expanding acreage, it was time to get rid of the XT. I've since lost track of it. I know it was sold near Ivanhoe, MN but I never saw it again. If I could ever find it, I would like to buy it back just for sentimental purposes.

In 1988, my father purchased a 1967 190XT he had found that was cheap. We had put a dry fertilizer attachment on the corn planter and the One-Ninety was struggling with all the weight. We used that one for planting and to help out chisel plowing in the fall until my father purchased an 8050 MFD in 1993. That XT was sold in 1999 as it wasn't getting used enough to justify having it around.

Personally, I think the 190 series tractors were probably the most under rated tractor of the day. From the tapered hood, large platform, to the Power Director

two speed on the go shifting, rear mounted fuel tank that would last all day and good fuel efficiency, there wasn't much out there that could compare.

EXTRA: Slow Moving Vehicle Signs

The late nineteenth century marked the dawn of steam and gas-powered engines, which quickly found application in the agricultural industry. Over the next 7 decades agriculture power steadily evolved with new technologies and those innovations were intergraded into many labor-saving farm related devices. Tractors production during that period grew rapidly until the 1920's and 1930's when depressed farm earning surfaced, coupled with draught and the depression. When World War II arrived, the demand for farm tractors reemerged, but due to the war efforts, manufactures throughout the United States switched to producing goods needed for the war. Post World War II found the farm equipment manufactures ramping up production to meet the pent-up demand. Tractor production reached its highest level in 1951 when 564,000 tractors were manufactured in the United States alone. When the pent-up demand was satisfied, production rapidly dropped back to about half of the peak and then roughly stayed the same. As farmers filled up their farms with tractors and as the overall number of farms continued to decrease, manufacturers had to entice them with more horsepower and more labor-saving features.

Most all of the early tractors were designed for practicality, with little emphasis placed on safety. In the 1950's, with the large volume of tractors already produced, there was an increasing number of tractors traveling on public roads. Farmers were fewer, but each operating more land, which required more public road travel. In the late 1950s, a 10-year retrospective study of fatal tractor accidents was conducted by Walter McClure and Ben Lamp, both of the Department of Agricultural Engineering at The Ohio State University (AEOSU), to understand their nature and causes. Their research indicated a significant number of fatalities related to highway travel of slow-moving vehicles (SMV). A research proposal written by Ken Harkness (AEOSU), and funded through the Automotive Safety Foundation (1961-62), further focused on understanding SMV accidents and resulted in the development of a unique SMV emblem. Early data estimated that 65 percent of the motor vehicle accidents involving SMVs were rear-end collisions. The Ohio State Highway Patrol, county sheriffs, and municipal police cooperated in research by gathering detailed data on 708 SMV accidents.

In 1962, under the supervision of Ken Harkness, the design and testing of the SMV emblem was completed. A 1/16 scale highway simulator had been constructed to test human recognition rates of different shapes and colors mounted on simulated SMVs. After testing various designs, a triangular-shaped emblem with a 12-inch-high fluorescent orange center and three 1 3/4-inch-wide red reflective borders was determined to be the most effective design for day and night visual identification. The Goodyear Rubber and Tire Company sponsored initial public exposure to the SMV emblem in 1962. An emblem mounted on the back of a farm wagon and towed by a Ford tractor made a 3,689-mile trip from Portland, Maine to San Diego, California. The first formal introduction of the SMV emblem was at a University of Iowa Invitational Safety Seminar in 1962. Carlton Zink of Deere and Company then became an avid promoter of the SMV emblem and played a major role in the adoption of the emblem by the American Society of Agricultural Engineers (ASAE). In 1963 Novice G. Fawcett, President of The Ohio State University, dedicated the SMV emblem to the public. Also, in 1963, the Agricultural Engineering Journal printed its first article with color illustrations about the SMV emblem. The National Safety Council promoted the adoption of the emblem and awarded a Certificate of Commendation to Ken Harkness.

