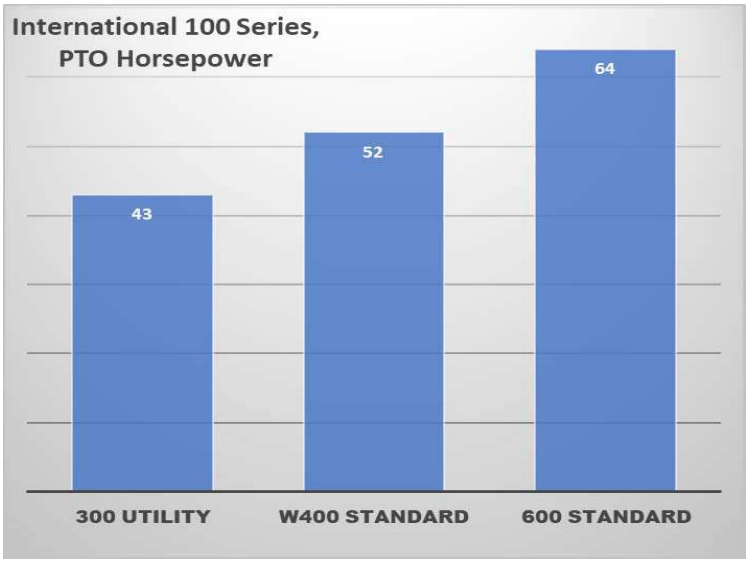
The International 100 Series. (1955-1956)

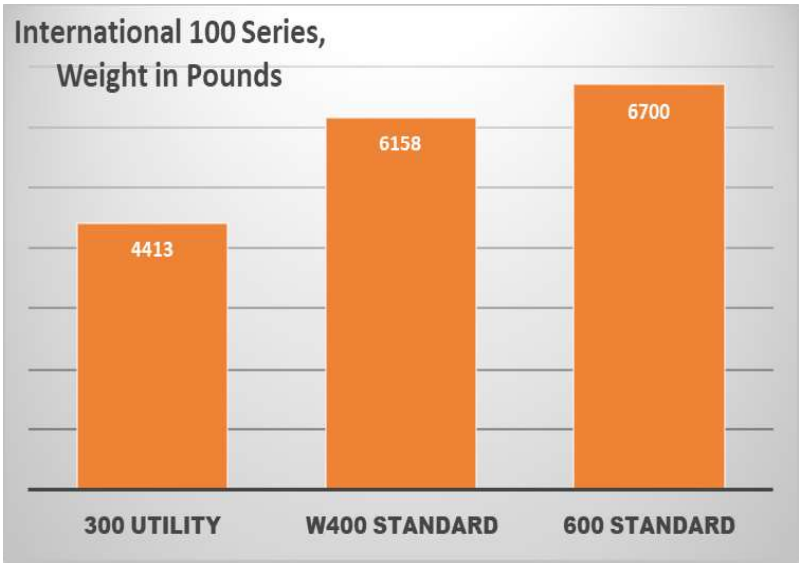
The International 300 Utility. (1955-1956)
The International W-400. (1955-1956)
The International 600. (1956)

With this series, IH dropped the McCormick name and switched to International on all its Standard models.
Smaller Standards were normally labeled “Utility” as in this series’ “International 300 Utility”.
Larger machines like the W-400 and the 600 were still called Standards.

The International 300 had surprisingly high sales. It was produced just as owners of the popular Ford 8N were looking for a larger replacement. The 8N had been introduced in 1948. Ford did not have a suitable offering. Many farmers switched from the Ford 8N to the International 300.
I am not aware of why the W-400 had a W in its name but not the 600.
IH considered a Utility 100 but only 135 were built. It is safe to assume that it was a yellow version of a Farmall 100.

The 300 Utility, the W-400 Standard and the 600 Wheatland.





Selling Work Horses in 1954.
Two old brothers farmed near our dairy farm.
I believe they had farmed there all their lives.
They were good men and good farmers.
One brother was married and the other was a bachelor.
The married couple had raised several children.
They owned a Standard tractor that was an antique by the early 1950s.
One day I watched one of them drive the incredibly slow-moving tractor from a farm south of ours to his farm which was north east. It seemed to take hours.
The tractor had been used to belt-drive the threshing machine that was moving from farm to farm. Threshing required a lot of men. Farmers worked together.
I do not remember threshing at our farm. Pa and his brothers pooled to own a tiny IH combine.
The brothers did most of their farm work with horses.
In the early 1950s, the old men retired, sold the farm and moved to town.
By then, their team was the only one left in the countryside.
In general, farmers were happy to be rid of the horses.
Their farm auction was held on an early spring day.
When it came time to sell the horses, we crowded into the barn.
The beautiful creatures were huge.
The barn was dug into the hillside.
The tight spacing concentrated the smell of horses, harness leather and urine.
I suppose that is an offensive odor to most.
Perhaps not to some old farmers or not to a farm boy who loved horses.
They were a well-trained and calm team.
The auctioneer could not get a bid for them, with all their harness.
He begged for $100 but could not get it.
I left the barn feeling sad for those fine horses.
They went for nothing to a man who hauled them to slaughter.

The International 300 Utility. (1955-56)
The successor to the Super W-4.

The 300 Utility replaced the Super W-4 Standard. The distinction between a Utility tractor and a Standard tractor is not entirely clear. A Utility tractor is basically a chore or industrial tractor. Frequently, a Utility tractor has a mounted loader or even a backhoe. That requires good maneuverability and excellent hydraulic capability.

Most 300 Utilities also had a clean top line with a side air intake and an under body exhaust.

My father bought a 300 Utility in 1955. It was our main field tractor. The tractor tended to run hot when heavily loaded. The low exhaust was a fire hazard. It started fires a couple times while I was plowing dry corn stalks.

The 300 that I own now has an upright exhaust stack. That is unfortunate. The pipe limits my ability to work in woodlots with low hanging limbs.

The 300 Utility has substantially more power than the Super W-4, 43 vs 34 HP.

IH promoted the 300 Utility as a three-plow tractor.

ABOVE: The 300 Utility was sold as a versatile, medium sized tractor. Row crop tractors were commonly mounted from the rear. Many Utility tractors, like the 300, were mounted ahead of the rear wheel. Even though the foot platform was low, a previous owner added a step. Good idea.

LEFT: The photo to the right is a close up of the adjustable width front axle of the 300 Utility. In this front end, the clamps can be loosened and the axle extended or shortened as desired. The tie rod lengths are also adjustable as necessary.

ABOVE: The 300 has a unit body, no mounting rails. Because of that it has the necessary mounting holes seen in the lower right. The TA lever is in the upper right.

BELOW: As a Utility tractor, the International 300 was normally sold with the Fast Hitch. Rear mounted implements such as plows and cultivators could be easily attached to the lift arms. When not used for a rear mounted implement the white painted drawbar was inserted for common drawbar use. This one happens to have a ball hitch on the drawbar.

International 300 Utility Specifications

43 Horsepower on the Belt
38 Traction Horsepower
In Production from 1955 to 1956
Total Manufactured, 30,581
This 300 was Manufactured in 1955
169 Cubic Inch Engine
Engine RPM, 2,000
Fuel Tank Capacity, 11 Gallons
Standard Rear Tires, 10 X 28
Speeds, 2.4, 3.6, 4.9, 6.3, 15.4, Rev. 3.0 MPH
Standard Weight, 4,413 pounds
Price in 1956, $2,900

The International W-400. (1955-1956)

The successor to the Super W-6.

The W-400 was identical to the Farmall 400 except for the Standard features.

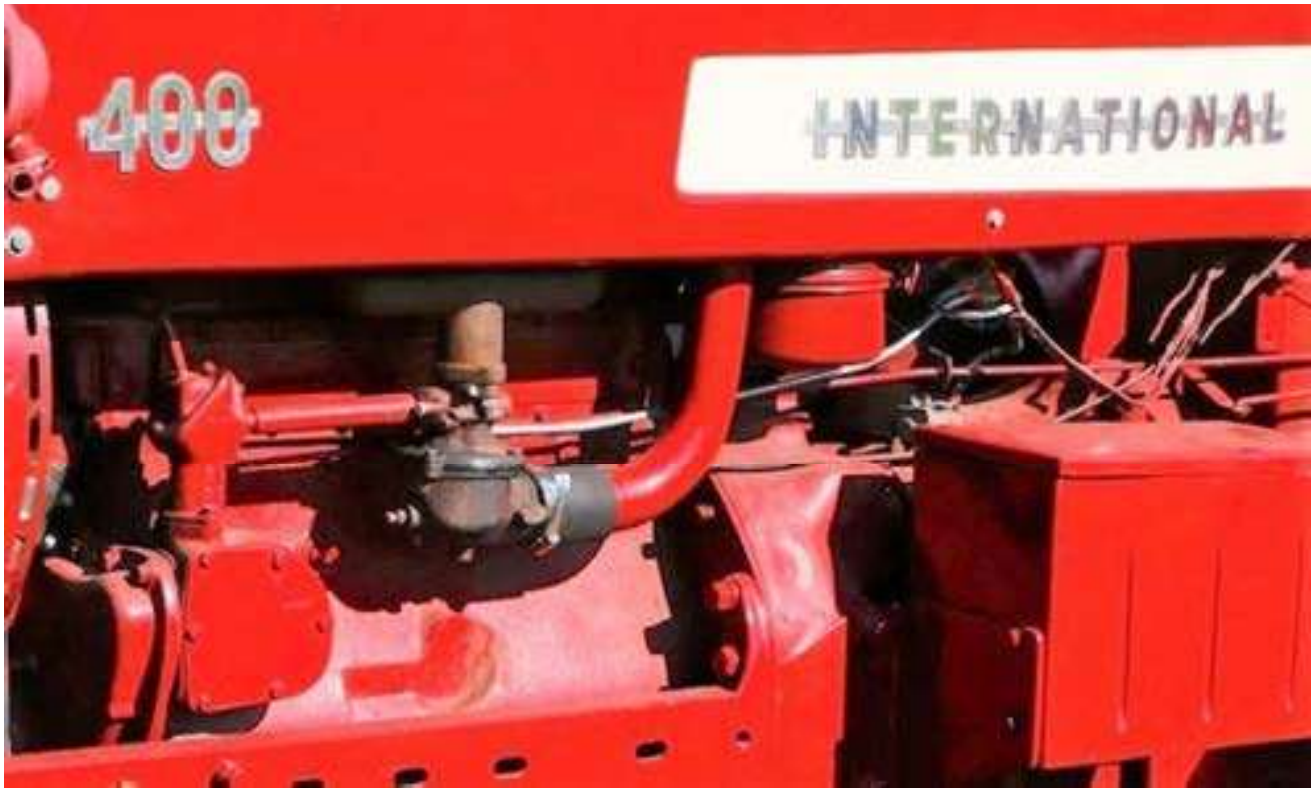
It had four more horsepower than the Super W-6 that it replaced.

It was a good solid working tractor.

Apparently, it was the wrong size. Just slightly over 3,000 were sold. That is 10% of the 300 Utility sales number.

ABOVE: This 400 Standard does not carry the "W" decal. IH did not add the W designation until after a few hundred 400 Standards had been built. No one seems to know a good explanation for that. This W-400 is an obvious descendant of the W-6 family. Notice that it has a rail frame body, unlike the 300 Utility which has a unit frame.

LEFT: Although it has a Standard body configuration the W-400 turns in a relatively small radius. That is in part due to the short distance between the front and rear axles. This tractor came equipped with a belt pulley. A feature that was to become rare in future models. The white paint does not belong on this tractor. White trim was introduced with the next model series, the 30-50s. Many 100 Series owners added white trim to their tractors.



LEFT: ***This view from the seat of the W-400 shows the new instrument and gauge cluster that was introduced with the 100 Series tractors. The cluster includes the light switch and fuse, the key start and a cigarette lighter.***

BELOW: ***The rear of the W-400 shows a busy and tight work space. This tractor has a swinging drawbar. A swinging drawbar is normal for Standard tractors. It also has PTO, rear working lights and hydraulic power outlets. This tractor is mounted from the rear.***

International W-400 Specifications

52 Horsepower on the Belt
47 Traction Horsepower
In Production from 1955 to 1956
Total Manufactured, 3,198
This W-400 was Manufactured in 1956
264 Cubic Inch Engine
Engine RPM, 1,450
Fuel Tank Capacity, 18 Gallons
Standard Rear Tires, 15 X 30
Speeds, 2.4, 3.7, 4.7, 6.5, 16.1, Rev. 3.2 MPH
Standard Weight, 6,158 pounds

The International 600. (1956)

The successor to the Super W-9.

The 600 is almost identical to the Super W-9.

Available in gas, diesel and LP. The diesel was the most popular. The diesel starts on gasoline with a diesel fuel switch-over when warm. I have read that only 36 gas 600's were made. The Super WD-9, the 600 and the 650 are the same tractor with almost no difference other than labeling. Some experts write that all three were produced during 1956. No one seems to know why but the numbers were low. Maybe IH was just using up available parts.

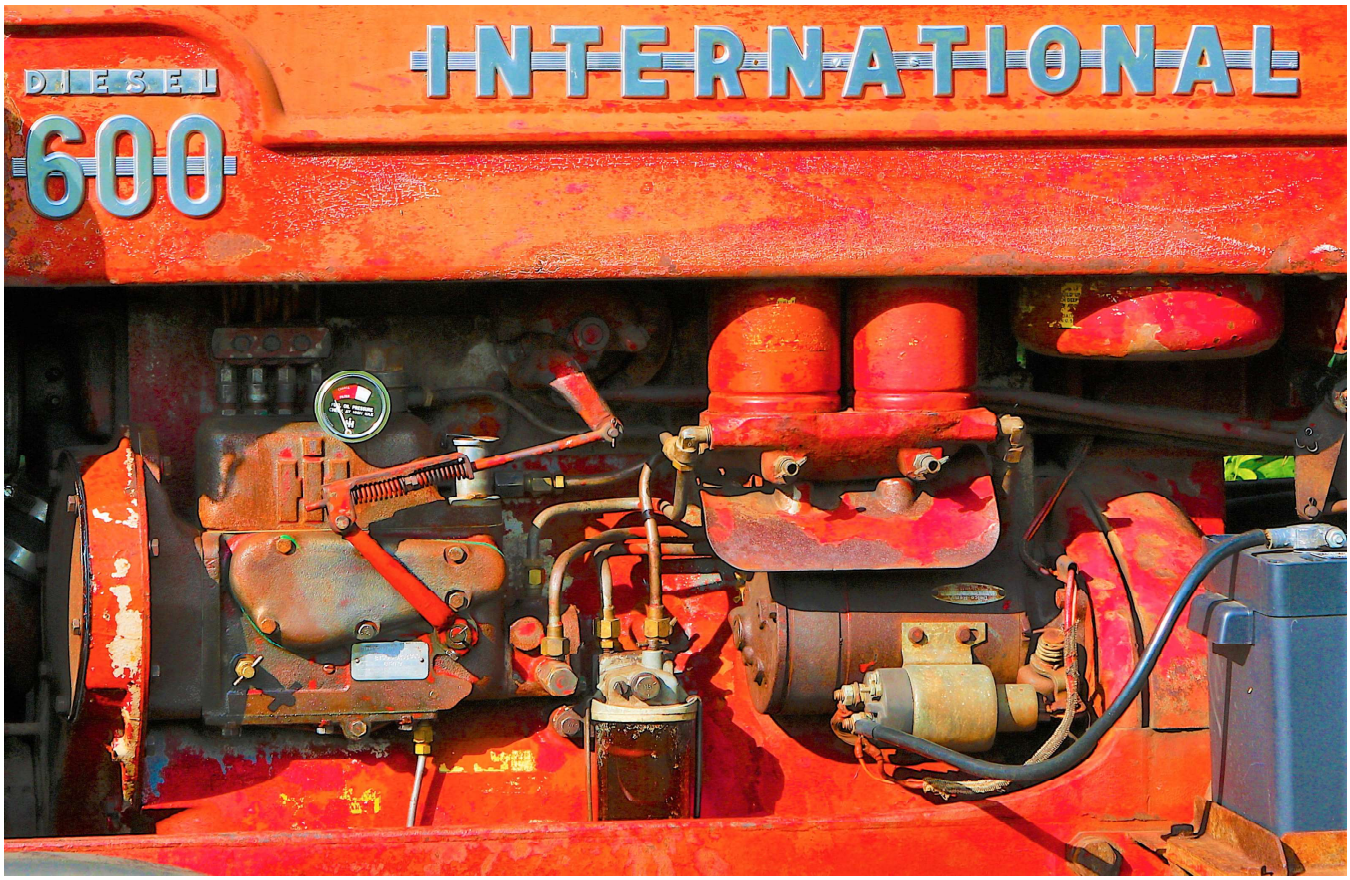
It had disc brakes, two large 6-volt batteries, Hydra Touch via one control, Power steering was optional.

It came with PTO and belt pulley. It did not have a TA.

A huge, reliable pulling tractor

ABOVE: The 600 retains the bathtub frame. The huge cast frame holds the engine and connects everything from the radiator to the rear housing . The bathtub frame is directly descended from the first McCormick Deering tractors.

RIGHT: This right side engine view shows the complete gasoline ignition system. The W-9 family tractors, including this 600, started and warmed up on gasoline. Then switched to diesel fuel and a complete diesel system for actual work.



LEFT: The 600 did not get the new instrument cluster of the 300 and 400. The 600 retained the W-9 cluster.

ABOVE: This left side view of the 600's engine shows the diesel injection pump in the left center. The two cylinders in the upper right center are fuel filters. The starter motor and starter solenoid are directly below the filters.

BELOW: This 600 has black extensions to its fenders. Those extended fenders, which totally cover the wheels are called "Dakota Fenders". These fenders helped to minimize the dust that rolled up from the wheels.

International 600 Specifications (Diesel)

64 Horsepower on the Belt
58 Traction Horsepower
In Production from 1956
Total Manufactured, 1,516
This 600 was Manufactured in 1956
350 Cubic Inch Engine
Engine RPM, 1,500
Fuel Tank Capacity, 35 Gallons
Standard Rear Tires, 15 X 34
Speeds, 2.4, 3.2, 4.5, 5.5, 15.7, Rev. 2.9 MPH
Standard Weight, 6,712 to 12,615 pounds
Price in 1957, $4,200

Brand names, IH, IHC, McCormick, Deering, International, Farmall, then and now.

The International Harvester Company was founded in 1902. The new company was referred to initially as "IHC" and later as just "IH". The founders merged five prominent companies. The two main companies in the merger were McCormick and Deering. Both of those produced harvesting machines and traction engines, (huge tractors of the time).

The companies both had established dealerships, engineering and manufacturing. Initially, IH kept those entities intact. The merger was difficult because McCormick and Deering had been fierce competitors. By 1920, the companies were sufficiently merged to jointly produce their first tractors. The company branded those tractors and a broad line of farm implements as "McCormick-Deering".

That brand was applied to Standard tractors and the various versions of Standard tractors until the 1940s.

In the 1940s, the name "Deering" was dropped from most or all IH products. It is impossible to assign a specific date for the switch. IH was always casual about the application of model names and brands. Among other factors, there seemed to be a strong inclination to "use up existing label stock".

For example, the name McCormick Deering was on the "W" series of standard tractors when they were introduced in 1939, but McCormick only by 1949.

The "Super W" series that was produced in the early 1950s carried only the McCormick name.

The Standard tractors of the 100 series, introduced in 1954 wore the "International" brand.

McCormick was gone.

International of course, draws from IH's corporate name. International Harvester.

The brand "International" stuck to the end of IHC. In fact, "International" still lives on in the Case-IH models of today.

The Farmall brand was invented for IH's first Row Crop tractor, which was introduced in 1923. The tractor we now know as the "Regular" was simply branded the Farmall. That application of "Farmall" became a problem. IH soon realized that the row crop design was taking off. IH needed to produce more models of row crop but wanted to use the now-popular Farmall name. In 1932 IH introduced both smaller and larger row crops and designated them F-30 and F-12. Properly named the Farmall 30 and the Farmall 12.

To reduce the obvious confusion with the original Farmall, farmers referred to that first tractor as the "Regular". An unofficial moniker that it carries to this day.

Later in the 1930s, IH replaced the Regular with the F-20. In 1938 IH introduced the F-14.

Not knowing how popular the Farmall name would be, IH also introduced a tractor for golf courses named the "Fairway". That name referred to a specific tractor type, not to a Fairway version of the Farmall. Eventually, the brand Fairway was downgraded and golf course tractors were simply a fairway subset of the Farmalls.

In the 1940s and into the 1950s, Farmall-branded tractors often carried the brand McCormick, in a smaller decal.

The Farmall name grew in importance until the mid-1950s. By the 1960s, herbicides and other chemicals reduced and then eliminated the need for cultivation. Farmers needed tractors so large they could not properly be referred to as row crop. Gradually the Farmall name was replaced with "International". By the mid-1970s the great brand name was phased out entirely.

The standard and row crop tractor lines were combined under the brand name International.

In 1985, IHC collapsed financially. The assets were purchased by a holding company that already owned the Case tractor and machinery line.

The assets and trade names of IHC still exist. Through several ownership changes the old IH brand name was retained as unused assets.

Until CASE IH acquired New Holland in 2000. The European monopoly regulators required the sale of some specific McCormick assets which

included the ability to produce tractors and use the McCormick brand.
CASE IH became CNH (Case New Holland).
CNH is primarily owned by Fiat.
The grand old brands still have power with farmers.
In the early 2000s, CNH revived the Farmall name and applied it to red tractors.
I own a 2010 Farmall myself.
The company that bought the McCormick assets from CNH is named ARGO.
ARGO is now selling red tractors, branded McCormick, world-wide. Those new McCormick branded tractors are mostly manufactured in an Italian Landini plant.
Maybe I should buy a new McCormick too.