

## **IH Families Photo Album**

The photos in this section show the members of tractor families side by side. Each family has from five to seven members as I have grouped them. Most of my groups will be easily accepted.

Others will be controversial.

I have chosen to name each family based on the Letter Series member. I have done so because I think the greatest number of readers will recognize tractors from that series.

### **A Family.**

#### **Our A Family photo has seven Members.**

The A, introduced in 1939, was, in my opinion a replacement for the W-14. I am basing that primarily on size and secondarily on the targeted market segment. The A and the W-14 both used the 113 CI engine. They were both IH's smallest tractor in their time and targeted toward the smallest farms

The W-14, introduced in 1938, replaced the W-12. (I do not have a W-14)

The W-12, introduced in 1934 was a new model. A line expansion. (I do not have a W-12, I do have an O-12)

The Super A replaced the A in 1947.

The B was discontinued in 1947.

The Super A1 replaced the Super A for a few months in 1954. (I do not have a Super A1.)

The 100 replaced the Super A1 in 1954.

The 130 replaced the 100 in 1956.

The 140 replaced the 130 in 1958.

### **C Family.**

#### **Our C Family photo has seven members.**

The C, introduced in 1948 was in my opinion the logical successor to the F-14. I think IH made a tactical mistake when it introduced the B in 1939. They should have produced the C then instead. Although IH promoted the A and B as different models, in reality they are simply variations of one model. The A and B differ only in configuration.

The F-12 was introduced in 1934 as a new line expansion.

The F-14 replaced the F-12 in 1938.

The F-14 was discontinued in 1939 with the introduction of the A and B.

The C was introduced in 1948, nine years after the F-14 was discontinued.

The C was replaced by the Super C in 1951.

The Super C was replaced by the 200 in 1954.

The 200 was replaced by the 230 in 1956.

The 230 was replaced by the 240 in 1958.

### **H Family.**

#### **Our H Family photo has seven members.**

The Farmall Regular was introduced in 1924.

The F-20, replaced the Regular in 1932.

The H, replaced the F-20 in 1939.

The Super H replaced the H in 1953.

The 300 replaced the Super H in 1954.

The 350 replaced the 300 in 1956.

The 460 replaced the 350 in 1958.

### **M Family.**

#### **Our M Family photo has six members.**

The F-30, a line expansion, was introduced in 1932.

The M replaced the F-30 in 1939.

The Super M replaced the M in 1952.

The 400 replaced the Super M in 1954.

The 450 replaced the 400 in 1956.

The 560 replaced the 450 in 1958.

### **W-4 Family**

Our W-4 family photo has six members.

The McCormick Deering 10-20 was introduced in 1923.

The W-4 replaced the 10-20 in 1939.

The Super W-4 replaced the W-4 in 1953.

The International 300 replaced the Super W-4 in 1955.

The International 350 replaced the 300 in 1956.  
The International 460 replaced the 350 in 1958.

### **W-6 Family**

Our W-6 family photo has six members.  
The McCormick Deering W-30 was introduced in 1931.  
The W-6 replaced the W-30 in 1939.  
The Super W-6 replaced the W-6 in 1952.  
The International 400 replaced the Super W-6 in 1955.  
The International 450 replaced the 400 in 1956.  
The International 560 replaced the 450 in 1958

### **W-9 Family**

Our W-9 family photo has six members.  
The McCormick Deering 22-36 was introduced in 1929.  
The McCormick Deering W-40 was introduced in 1935. (I do not have a W-40.)  
The W-9 replaced the W-40 in 1939.  
The Super W-9 replaced the W-9 in 1953.  
The International 600 replaced the Super W-9 in 1956.  
The International 650 replaced the 600 in 1956.  
The International 660 replaced the 650 in 1959.

### **Cub Family**

Our Cub family photo has five members  
IH did not change the model name or number of the Cub. But IH did change the styling to match the then current series.  
The first style Cub was introduced in 1947.  
That was replaced by the 2<sup>nd</sup> style to match the 100 series tractors in 1954.  
The 100 style Cub was replaced by the 30-50 in 1956.  
The 30-50 style was replaced by the 40-60 style in 1958.  
In 1955 the International Cub, the Lo-Boy was introduced.

### **The 300 Utility Family.**

From 1954 to 1958, IH introduced four Utility tractors in the International 300 form.  
The International 300 was introduced in 1954. It was the Super W-4 replacement.  
The International 350 replaced the 300 in 1956  
IH introduced the International 330 from 1957 to 1958.  
The International 340 replaced both the 350 and the 330 in 1958



***F-12,  
Tom,  
Ella,  
and  
Russ.***



## The A Family



*W-12, A, B, Super A, 100, 130, 140.*



*W-12, A, B, Super A, 100, 130, 140.*





## The C Family



*F-12 , F-14, C, Super C, Farmall 200, Farmall 230, Farmall 240.*



*F-12 , F-14, C, Super C, Farmall 200, Farmall 230, Farmall 240.*





## The H Family



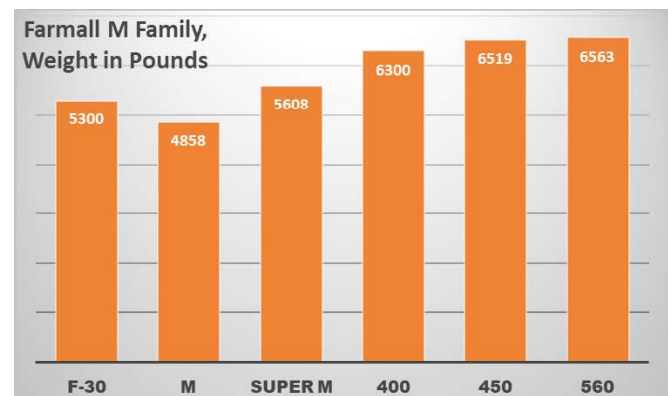
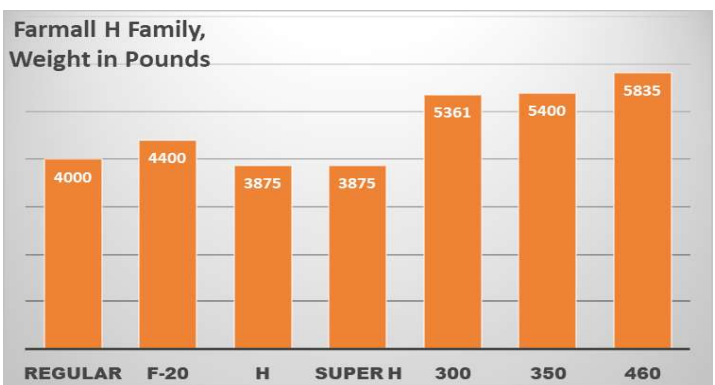
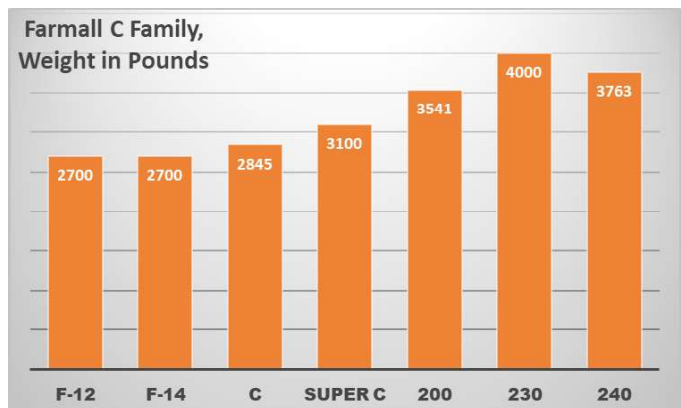
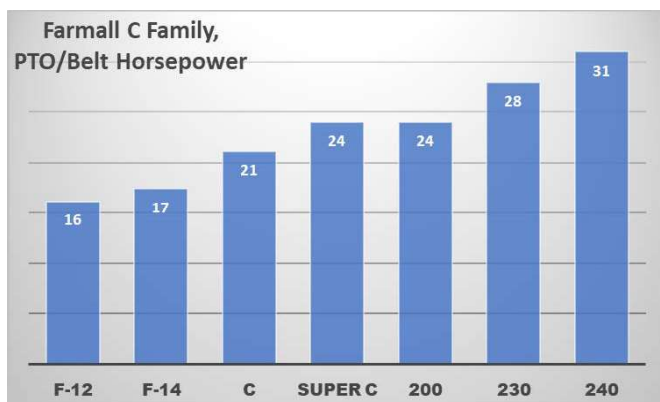
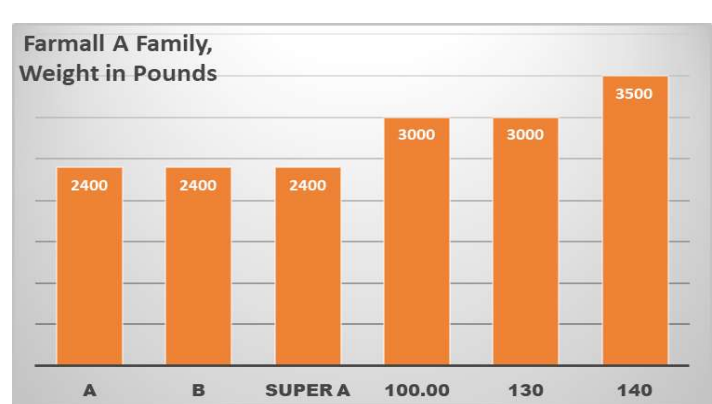
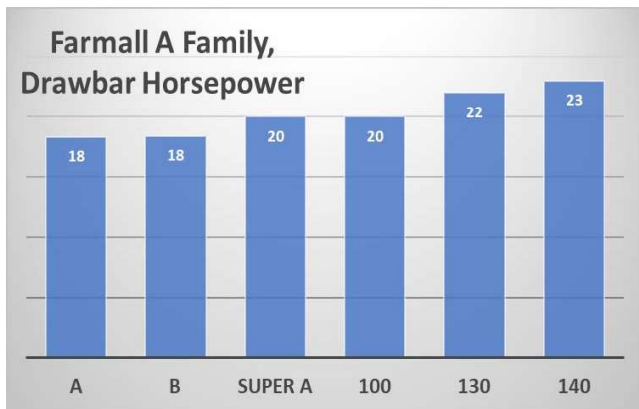
*Regular, F-20, H, Super H, Farmall 300, Farmall 350, Farmall 460*



*Regular, F-20, H, Super H, Farmall 300, Farmall 350, Farmall 460*









## The M Family



*F-30, M, Super M, Farmall 400, Farmall 450, Farmall 560.*



*F-30, M, Super M, Farmall 400, Farmall 450, Farmall 560.*





## The W-4 Family



*10-20, W-4, Super W-4, International 300, International 350, International 460.*



*10-20, W-4, Super W-4, International 300, International 350, International 460.*





## The W-6 Family



***W-30, W-6, Super W-6, International 400, International 450, International 560***



***W-30, W-6, Super W-6, International 400, International 450, International 560***





## The W-9 Family



*22-36, W-9, Super W-9, International 600, International 650, International 660.*



*22-36, W-9, Super W-9, International 600, International 650, International 660.*





**McCormick W4 Family,  
PTO/Belt Horsepower**



**McCormick W4 Family,  
Weight in Pounds**



**McCormick W6 Family,  
PTO/Belt Horsepower**



**McCormick W-6 Family,  
Weight in Pounds**



**McCormick W9 Family,  
PTO/Belt Horsepower**



**McCormick W9 Family,  
Weight in Pounds**

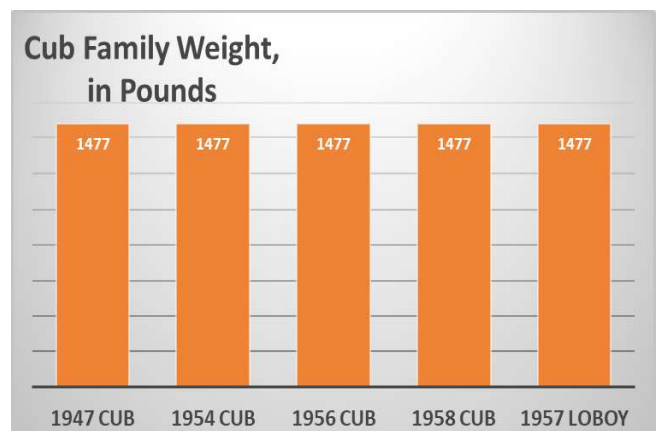
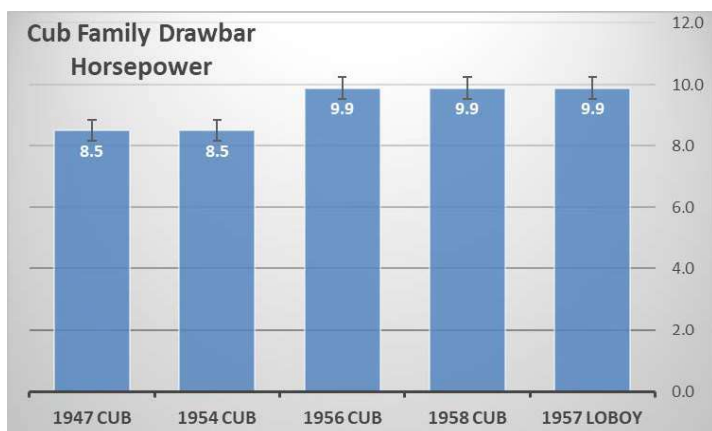




## The Cub Family



*1947 Cub, 100 series Cub, 30-50 series Cub, 40-60 series Cub, LoBoy Cub.*





## **Tractor Hitches**

*Hitches are relatively simple.*

*The primary purpose of a hitch mechanism is obvious.*

*A hitch safely connects a load in a way that enables the tractor to apply maximum force without damaging the tractor. Generally that means a line of draft that is low and anchored to the center-rear of the tractor*

*IH tractor hitches took a number of forms between 1921 and 1960.*

*The first Standards have a secure, semi-fixed, medium width drawbar.*

*The Farmall Regular has a wide, semi-fixed, drawbar. By semi-fixed, I mean the vertical angle of draft could be adjusted over a range. Adjustment required tools and time. I suspect it was seldom adjusted or changed.*

*The first Farmalls also had an optional swinging element. The “swinging drawbar” moved horizontally with the line of draft. That action improved the tractor’s ability to apply pulling force when turning.*

*The F-12, uses a narrower fixed drawbar, with or without a swinging element.*



*This basic drawbar was used on all IH Standards from 1921 until the W Series was introduced in 1939. It is fixed robustly to the rear axles. There is a turnbuckle above the bar which can be adjusted to change the vertical line of draft.*

*The W Standards, which were introduced in 1939, had an option swinging bar. In the larger models, the swinging bar was heavily secured.*

*By 1939 the basic swinging drawbar design was optimized as embodied on the Farmall H and M. That configuration was still available in 1958.*

*IH introduced Fast Hitch in 1954. Fast Hitch is a system that competed with Ferguson’s three-point hitch.*

*Harry Ferguson patented his three-point hitch in 1926. It is an ingenious system for connecting implements directly to the tractor. The greatest advantage is a significant improvement in pulling force. The hydraulic element of the hitch responds automatically to changes in draft thereby improving efficiency. A lot.*

*Since Ferguson had patents, IH developed its own system which many actually consider superior to Ferguson’s.*

*Fast Hitch is much simpler for hook up. Later versions also had better draft control than a three point hitch.*

*Nevertheless, Ferguson’s system was so embedded into the machinery industry that eventually IH abandoned Fast Hitch.*

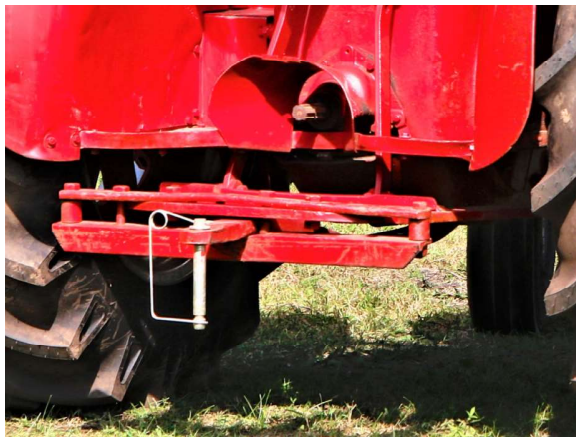


*The drawbar on the Farmall Regular is especially wide. It can be vertically adjusted to correct for draft by loosening and changing the connection points for the hanging bars at both ends. The early Farmalls were incredibly hard to mount. Most of these tractors have a board like this one. The board is useful as a auxiliary work platform and also when climbing to the seat.*





**ABOVE:** The center bar on this F-30 drawbar is the swinging portion. In use the bar is anchored under the tractor and allowed to swing in response to the angle of the following load. A great aid to efficiency.



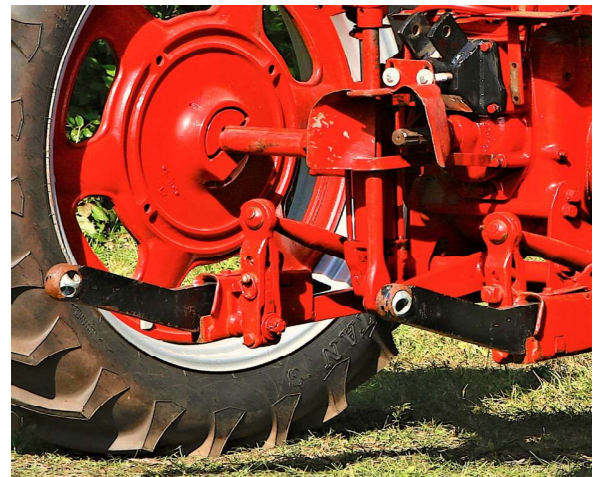
**ABOVE:** The same swinging bar concept on a W-6, Standard tractor.



**ABOVE:** This front-toward-the-back view of a Farmall 400 swinging drawbar, shows the optimal-draft attachment point. Low and mid-body on the tractor.



**ABOVE:** This is a good example of Fast Hitch on an International 300 Utility. The white drawbar is easily removable. The vertical angle of draft is easily changed hydraulically. Little horizontal movement is allowed, unfortunately.



**ABOVE:** This Farmall 200 has the IH drawbar removed and two 3 point like arms inserted. It also has the third mounting point affixed just above the PTO shield. This alternative method of utilizing both three point and Fast Hitch is OK, but it never caught on. Fast Hitch is a 2 point system.



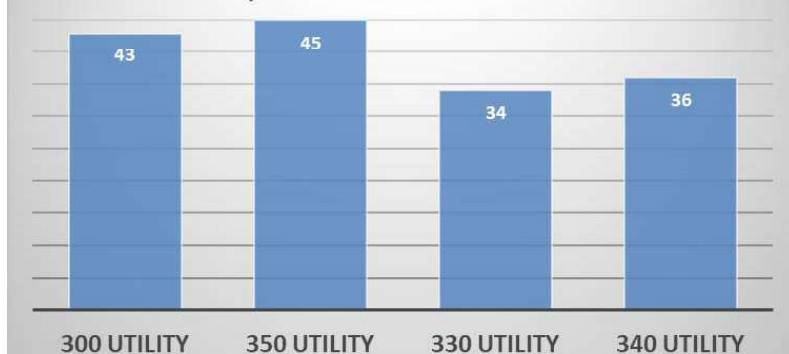
## International 300 Utility Family. 300, 350, 330, 350



*300, 350, 330, 340*



International 300 Series Utilities,  
Drawbar Horsepower



International 300 Series Utilities,  
Weight in Pounds

