

IH Couples

This section presents side by side photos of row crop and standard pairs. In designing these pairs, IH used the same engines and as many common components as possible.

Typically, these row crop-standard pairs would also use the same sheet metal, fuel tanks, starters, generators, carburetors, front wheels, hydraulic systems, electrical systems and more.

They used different front axles, rear wheels, operator platforms, fenders, rear axles and hitches.

Transmissions may have been the same but in every case ground speeds would differ. Primarily because of different rear wheel dimensions.

The rear wheels on the Standards were smaller in diameter in most situations, but greater in rim and tire width.

The couple photos start on the next page.

A Montana Road-side Beauty.



Gail photographed this beautiful Twin City tractor several years ago while on a Montana road trip. I no longer exactly where we were in Montana. Just one of countless, incredibly scenic, Montana county roads. I stopped as I occasionally do, to wander through an abandoned yard of old machines. Twin City tractors were built by the Minneapolis Steel and Machinery Company until 1929. In 1929 MSM merged with the Moline Implement Company of Illinois and the Minneapolis Threshing Machine Company to form Minneapolis-Moline. The new company built great tractors in the Hopkins Minnesota headquarters until a few years after it was acquired by the White Motor Company in 1963. The TC logo looks remarkably like the logo used by the Minnesota Twins Baseball Team. If you look closely at the photo, between the fender and the gas tank, you might see an old farmer remembering days and ways that are long gone by.

Farmall Cub (4th Style) and International Cub LoBoy



International 300 Utility and Farmall 300



Farmall 340 and International 340 Utility



International 350 Utility and Farmall 350



International W-400 Standard and Farmall 400



International W-450 Wheatland and Farmall 450



Farmall 460 and International 460 Utility



Farmall 560 and International 560 Wheatland



Farmall F-12 and McCormick Deering O-12 Standard



Farmall F-30 and McCormick Deering W-30 Standard



McCormick W-4 Standard and Farmall H



Farmall M and McCormick W-6 Standard



McCormick Super W-4 Standard and Farmall Super H



McCormick Super W-6 Standard and Farmall Super M



Farmall 240 and International 240 Utility



What happened to the tractor companies?

From the 1920s until 1960, there were eight dominant tractor companies in North America and a few others worth mentioning.

International Harvester Corporation



IH was founded in 1902 with the merger of the two largest threshing companies, McCormick and Deering. The merger included several other farm equipment companies.

IH was generally number one in tractor sales until overtaken by Deere around 1960.

The grand old company collapsed financially in 1984.

The assets were purchased by Tenneco and restructured with Case to be Case IH.

Restructured again in 2000 when Tenneco bought New Holland to form Case New Holland, (CNH).

For anti-monopoly reasons, McCormick assets were divested and sold to FIAT/Landini.

CNH resurrected the “Farmall” brand in 2005,

Landini re-vitalized the “McCormick” tractor brand in 2001.



Deere & Company

John Deere is a brand name.

Founded around 1850 as a plow manufacturer.

Deere bought the Waterloo tractor assets in 1918.

That was Deere’s start in the tractor business.

In 1956, Deere bought the Lanz tractor company of Germany.

In 1960, Deere introduced its new line of tractors that moved it past IH into the number one position in tractor sales.

Deere has been number one ever since.



Allis-Chalmers

The Allis-Chalmers Company was formed in 1901 with the combination of two companies.

In 1931, the company acquired the Advance-Rumely tractor company.

In 1953 Allis bought the Buda diesel engine company.

In 1955 Allis bought the Gleaner combine company.

In 1965 Allis acquired the Simplicity lawn mower company.

Allis was number three or four in tractor sales from the 1930s through the 1960s.

In 1985, the Allis Chalmers farm equipment business was sold to Deutz, a German company.

It then became Deutz-Allis.

The Persian orange color was discarded and a line of green tractors made by White Farm Equipment took the place of Allis’ tractor line.

In 1990, management bought the farm line and created AGCO.

AGCO bought the White company in 1991. AGCO also owned Oliver, MM and Cockshutt.

Persian Orange Allis tractors came back until the brand was phased out in 2010.

Briggs and Stratton began selling lawn tractors under the Allis Chalmers brand in 2008. Other than the brand name the lawn mowers have no relationship to Allis-Chalmers tractors.

Ford



Henry Ford pioneered farm tractors with the Fordson, introduced in 1917.

The Fordson tractors were sold in the US from 1917 until 1928.

In 1986 Ford bought New Holland.

In 1988 Ford acquired Versatile.

In 1991 Ford sold its agriculture machinery business to FIAT. FIAT controlled Case IH. It was combined with Case IH to become CNH (Case New Holland) in 2000. After that the Ford name was replaced with New Holland and the tractors were painted Ford blue.



Case

Founded by J. I. Case in 1842.

Case had a full line of tractors and farm machinery by 1920.

In 1937 Case was third in sales behind IH and Deere.

Tenneco bought Case in 1967.

In 1972 Case bought David Brown, a large and established UK agriculture equipment company.

Case bought IHC in 1985.

Case bought Steiger in 1986.

Case IH bought New Holland in 1999 and became Case Hew Holland, (CNH).



Minneapolis Moline

The company was formed in 1929 by the merger of three companies including the Twin City Tractors Company and Moline Plow. Moline Plow had purchased the Universal Tractor Company in 1915.

In 1951 Minneapolis-Moline acquired the Avery farm equipment company. In 1963 MM was purchased by the White Motor Company which also owned Oliver. The MM brand was dropped in 1974. ARCO purchased White in 1991.





Oliver

The Oliver Company was formed in 1929 by the merger of four companies including Oliver Plow Company and Hart-Parr.

In 1944 Oliver purchased the Cleveland Tractor Company, (Cletrac).

In 1960, Oliver was purchased by the White Motor Corporation.

In 1991 White was purchased by AGCO, formerly Deutz-Allis.

Massey Harris, Massey Ferguson



Massey Harris, a Canadian company was formed in 1891 by a merger.

In the 1920s, M-H purchased the Wallis tractor company.

In 1955, the company merged with the Ferguson company of the UK to form Massey Ferguson.

This is the same Ferguson that was aligned with Ford to produce the Ford Ferguson tractors from 1939 into the 1940s and also produced Ferguson tractors in the early 1950s.

In 1959 M-F bought the Perkins Diesel engine company of England.

M-F also bought Landini in 1959.

AGCO bought M-F in 1989.

Massey Ferguson is now the most widely sold brand of farm machinery in the world. There are more Massey Ferguson tractors in the world than any other brand.



Cockshutt

A Canadian company founded in 1882.

Cockshutt began selling and then manufacturing tractors in 1929.

White acquired Cockshutt in 1962.

White had purchased Oliver in 1960 and bought Minneapolis Moline in 1963.

By the mid-1970s White abandoned the Cockshutt, Oliver and M-M names and branded its tractors "White".



International Harvester Extended Family Photos

The Letter Series IH Tractors

Farmalls M, H, C, B, A, Cub, McCormicks W-4, W-6, W-9.



The 100 Series IH Tractors

Farmalls 400, 300, 200, 100, Cub, Internationals 300, 400, 600.



The 30-50 Series IH Tractors

Farmalls 450, 350, 230, 130, Cub, Internationals 350, 450, 650.



The 40-60 Series IH Tractors

Farmalls Cub, 140, 240, 340, 460, 560, Internationals 660, 560, 460, 340, 240, Cub.



About this Table:

The numbers in this table are interesting to me. I hope they are to you also. They are approximations, however. For several reasons. Exact production numbers for many models are hard to nail down or even none existent. To calculate "average per year", I chose to use units of one year. I did not try to break production down into months. That fact introduces a wide potential error on short lived models. Nevertheless, I think this table provides a very interesting view of the role that each IH model played.



Grandson Saul riding the Farmall B.



Saul driving the Farmall B.

TABLE 1 Total Number of IHC Tractors Sold by Model					
Total made	IHC Model	Years made	# of years sold	average per year	
391,227	H	1939-53	15	26,082	
270,140	M	1939-52	14	19,296	
224,703	Cub	1947-64	18	12,484	
214,886	10-20	1923-39	17	12,640	
160,000	15-30	1923-29	7	22,857	
154,398	F-20	1932-39	8	19,300	
134,650	Regular	1924-32	9	14,961	
123,442	F-12	1932-38	7	17,635	
117,522	A	1939-47	9	13,058	
107,636	Super A	1947-54	8	13,455	
98,310	Super C	1951-54	4	24,578	
79,932	C	1948-51	4	19,983	
75,241	B	1939-47	9	8,360	
67,418	W9	1940-54	15	4,495	
66,290	Farmall 140	1958-73	16	4,143	
65,982	Farmall 560	1958-63	6	10,997	
57,464	22-36	1928-34	7	8,209	
57,092	Super M	1952-54	3	19,031	
40,957	Farmall 400	1954-56	3	13,652	
33,028	Farmall 460	1958-63	6	5,505	
32,541	W30	1931-39	9	3,616	
30,581	300 Utility	1955-56	2	15,291	
29,077	Farmall 300	1954-56	3	9,692	
28,902	F-30	1931-39	9	3,211	
28,784	Super H	1953-54	2	14,392	
28,784	Super W4	1953-54	2	14,392	
28,378	W6	1940-53	14	2,027	
27,401	F-14	1938-39	2	13,701	
24,377	W4	1940-53	14	1,741	
21,871	Farmall 450	1956-58	3	7,290	
18,940	Farmall 100	1954-56	3	6,313	
17,215	Farmall 350	1956-58	3	5,738	
15,049	350 Utility	1956-58	3	5,016	
12,000	340 Utility	1958-63	6	2,000	
11,911	460 Utility	1958-63	6	1,985	
11,000	Farmall 200	1954-56	3	3,667	
10,938	Super WD9	1953-56	4	2,735	
10,323	W40	1935-40	6	1,721	
10,289	240 Utility	1958-62	5	2,058	
9,197	Farmall 130	1956-58	3	3,066	
7,677	Farmall 340	1958-63	6	1,280	
7,671	Farmall 230	1956-58	3	2,557	
6,945	660 Standard	1959-63	5	1,389	
6,891	Super W6	1952-54	3	2,297	
5,598	560 Standard	1958-63	6	933	
4,933	650 Standard	1956-58	3	1,644	
4,262	330 Utility	1957-58	2	2,131	
3,989	Farmall 240	1958-62	5	798	
3,633	W12	1934-38	5	727	
3,198	W400 Standard	1955-56	2	1,599	
2,295	W450 Standard	1956-58	3	765	
1,516	600 Standard	1955-56	2	758	
3,006,484	TOTAL				

WHAT NOW?

It took a number of years to accumulate the tractors in this book.

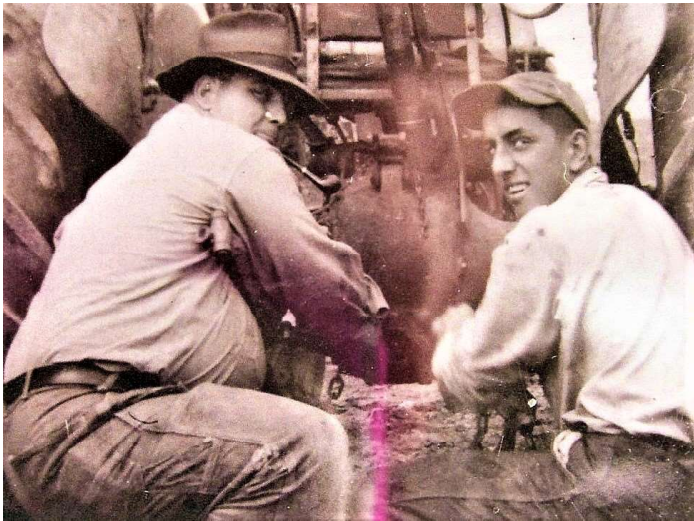
Three winters to write and assemble the book. I am still farming pretty hard the other three seasons.

It has been great fun. And it has been a good excuse to stay warm during Minnesota winters. Most of the time that means inside the farmhouse, where Gail keeps the wood stove going. But we spend a couple weeks each winter at my daughter's place in south Florida. That means writing near her pool. A couple days each winter, I did some writing in Key West. Our friends Sandy and Chuck have a charming home in the historic district.

As far as plans for the future go, Russ and I are thinking of having an "Open Shed" event around the 4th of July, each summer.

Email me if that interests you. I will probably feature one series of tractors, tuned up and ready to run each year.

Ella is excited about helping me sell this book at tractor shows and such. That would be fun.



ABOVE: Pa and Uncle John working on the hitch of the 8N circa. 1950. These two good men are gone but this old photo and the 8N I bought recently help me feel close to them.

Pa is wearing a Fedora hat. Men wore them everywhere in those days. I have always liked Fedoras.

Uncle John is about 20 in this picture. He was soon to join the Air Force.

Other than that, I will use whatever spare time I can to improve the condition of the tractors in general.

There are lots of fuel lines and tanks to clean, lots of oil to change, lots of ignitions to tune, probably 75 gauges to replace, tires that need replacing. You get the idea.

There are a few IH tractors that I may resume searching for. A W-40, a W-14, a MD, perhaps a few others.

Gail wants me to write a book about how we care for our animals and soils at our Snake River Farm.

We'll see.

Email me if you have questions.

Tom

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ABOVE: My brother John and I riding the F-30. This was a trip around the yard just after we got it running for the first time.

Thanks for reading our book.

Tom