## The McCormick W Standard Series.
## Companions to the Letter Farmalls. (1939-53)

The McCormick W-4. A standard tread version of the Farmall H. (1939-52)
The McCormick W-6. A standard tread version of the Farmall M. (1940-53)
The McCormick W-9. A successor to the huge W-40. (1940-53)

The three McCormick W Standards were based solidly on their predecessors, the McCormick Deering's and their close relatives the Letter Farmalls.

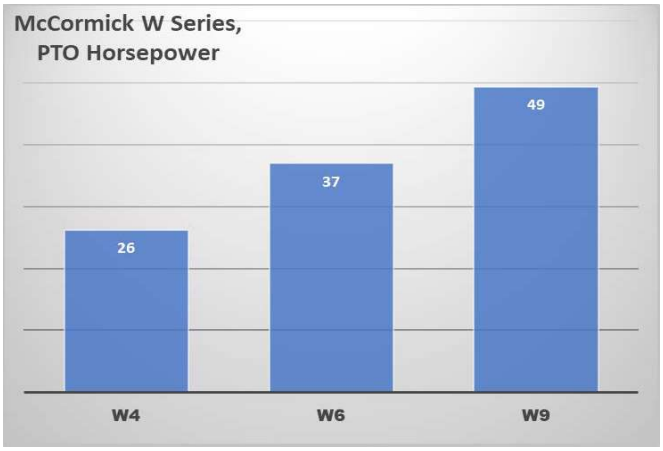
The name Deering was dropped in 1945. Never to be used again by IH.

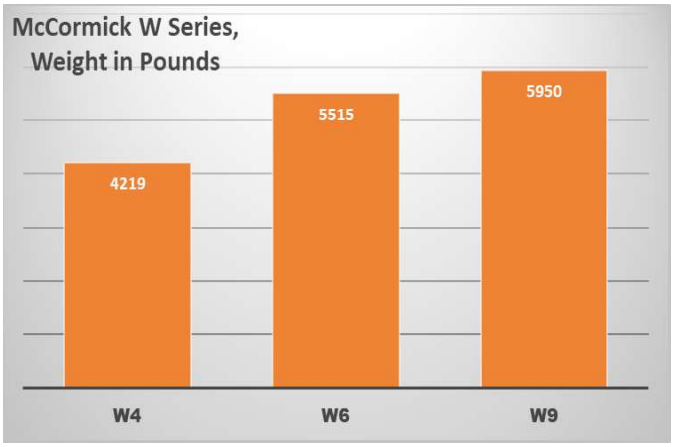
All three are excellent basic tractors with good engines, durable drive trains, electric start and hydraulics. Like virtually all IH tractors they retained belt drive and PTO capability.

They have a comfortable work platform and greater operator enclosure than the Farmalls.

The added enclosure increases safety and operator comfort.


***McCormick Standard tractors W-4, W-6, and W-9.***




***GRAPHS: With this W Series, IH produced a well positioned group of Standard tractors.***
***These tractors had electric start, reliable engines and drive trains, good ergonomics, hydraulics, PTO and belt Pulleys.***
***They were not agile, but they were not intended to be.***

**Horses at Home, Walking Behind Pa.**
I was born in 1946 during the transition from horses to tractors.
My folks were central Minnesota dairy farmers.
Pa farmed with a pre-1940 tractor and horses. That was a common mix in the 1940s.
I remember walking behind Pa as he cultivated corn with a team.
The corn was mostly over my head.
The sounds were soft. The sounds of the horses, the harness, the moving soil.
The tilled earth was moist, cool, and mellow on my bare feet.
I had to run from time to time to keep up.
Pa stopped at the end of the row to rest the horses and to talk with a neighbor.
The property line was also a fence row with big shady oak trees, bushes, and tall grass.
The Ford 8N tractor came out in 1948. It was an excellent small farm tractor.
The 8N was also cheap.
Pa bought one soon after.
One day two horses pushed through the doorway of their barn at the same time.
They broke down a section of concrete wall.
Their shed was part of a new lean-to on the dairy barn.
The wall got repaired but the horses were soon gone.
I was not aware of the day the horses left our farm, but I missed them.
When I was twelve, I talked my folks into buying a horse. He was a big, rough riding horse.
The horse was named Nevada.
My brother John and I located an old buggy. I rebuilt that and trained Nevada to drive.
I have had horses ever since.
Nevada, died when we were both thirty four.
He is buried across the creek in a fine oak savanna.
He is not alone. Many other fine horses are resting there with him.
A painting of Nevada is above my desk as I write .

## The McCormick W-4. (1939-1952)

## A standard version of the Farmall H.

The W-4 replaced the venerable 10-20.

It is essentially a Standard H with a low and fixed stature.

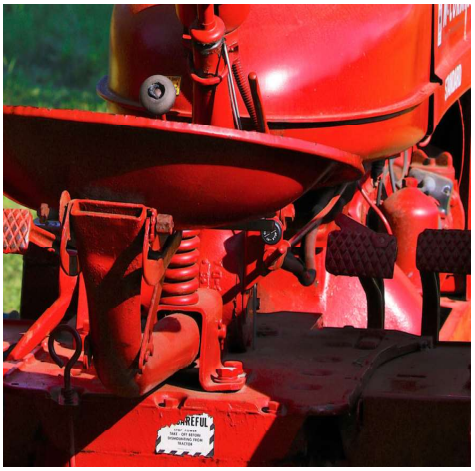
The W-4 was produced in Orchard and Industrial versions. The O-4 and the I-4 are quite similar to the W-4, just targeted to a different market.

Orchard (O-4) versions generally came with sweeping fenders. Top side obstructions like top mufflers and air intakes were routed downward.

The Industrial (I-4) versions had added foot pedal accelerators and frequently had added lever brakes.

Occasionally the front ends of Industrial versions were more robust to handle heavy loaders and rough use.


***ABOVE:*** ***The W-4 is a comfortable tractor to drive. As a smaller Standard tractor, it saw use on smaller ranches and western farms. This tractor was built in 1942. The rear wheels are cast and were designed for rubber tires. The front wheels, however, cut down by a blacksmith to accept rims for rubber. Sort of an in-between combination.***



***RIGHT:*** ***This over-the-seat view shows the improving spring under the W-4's pan seat. A strong effort was put toward improved ergonomics in the W and Letter Series.***

***RIGHT: This right side view of the W-4 is similar to that of the Farmall H. Because this W-4 was built in 1942, it has a magneto instead of the later distributor. This version of the magneto was labeled the "H-4".***


**W-4 Specifications**

26 Horsepower on the Belt
24 Traction Horsepower
In Production from 1940 to 1953
Total Manufactured, 24,000
This W-4 was Manufactured in 1942
152 Cubic Inch Engine
Engine RPM, 1,650
Fuel Tank Capacity, 17.5 Gallons
Standard Rear Tires, 12 X 26
Speeds, 2.4, 3.1, 4.0, 5.0, 14.7, Rev. 2.8, MPH
Standard Weight, 4,219 pounds
Price in 1953, $1,900

***ABOVE: This is a fair view of the robust, cast, non-adjustable front end of the W-4***


***RIGHT: The layout of the W-4 positions the seat especially far back.***
***The comfortable working platform is relatively low and easy to step to.***
***The enclosed work station makes the W-4 relatively safe.***
***Because of those factors and its lower power, it was frequently used as the first field tractor for farm kids.***

## The W-6. (1940-1953)

**A standard version of the Farmall M.**

The McCormick W-6 was the replacement for the McCormick Deering W-30.

Just as the W-30 was a Standard version of the F-30, the W-6 is the Standard version of the M.

In form, it is very similar to the W-4, just bigger, heavier and more powerful.

The W-6 was produced in an Industrial model but not as an Orchard. It was a good size for industrial and road use but too big for orchards.


***ABOVE: This W-6 was sold in 1947. It was built with rubber tires. The heavy rod that extends between the rear and front tires is a steering shaft. Out of view, on the right end that shaft is connected through a series of levers and gears to the steering wheel. On the left end it connects to the front wheel tie rods. This non-elegant but functional design is also used on the W-4 and W-9. One weakness is that when turned hard to the left, the left front tire rubs on the shaft. After decades of use, the shaft eventually wears through. If you look closely, you can see the wear spot on this shaft about 8 inches behind the front wheel.***

***RIGHT: This over-the-steering-wheel view shows the oil pressure and water temperature gauges in the center. The air intake and muffler on the left. And the fuel tank cap on the right. A visible, accessible design.***


***ABOVE:*** ***There is nothing remarkable about this left side view of the W-6. The battery box in the lower right is marked with the battery voltage and polarity. Since the 1960's , 12 volts and a negative ground connection have been standard on all vehicles. That was not so before 1950. Farm tractors started with 6 volt batteries and changed to 12 volts at various times. The polarity of the battery connections also changed at various times. These tractors frequently need a battery charge or a starting boost. It is absolutely critical to get the voltages and polarity correct. Hence, the battery box markings on the lower right of the photo.***

**W-6 Specifications**

37 Horsepower on the Belt
33 Traction Horsepower
In Production from 1940 to 1953
Total Manufactured, 28,000
This W-6 was Manufactured in 1947
248 Cubic Inch Engine
Engine RPM, 1,450
Fuel Tank Capacity, 21 Gallons
Standard Rear Tires, 13 X 30
Speeds, 2.4, 3.1, 4.0, 4.9, 14.5, Rev. 2.9 MPH
Standard Weight, 5,515 pounds
Price in 1953, $2,400


***RIGHT:*** ***The W-6, like the W-4, has a comfortable, easy to reach working platform. The PTO is visible in this photo as is the ruggedly reinforced swinging drawbar assembly.***

## The McCormick W-9. (1940-1953)

**A successor to the W-40.**

The McCormick W-9 was in a size class of its own. It was the replacement for the Standard W-40, with no comparable sized Farmall.

Its appearance, up close, is massive.

Weight is often added to all tractors to increase traction. The basic W-9 weighed 6,000 pounds. With steel weights and fluid ballast in its tires, the W-9 could weigh 11,000 pounds.

The W-9 used a T-9 crawler engine.

Variations of the W-9 included the WD-9, with a diesel engine, the WR-9 with higher stance and better flotation for rice field work, the I-9 for Industrial use and a WDR-9, a rice version with a diesel engine.

The W-9 was the best-selling of the McCormick W Series. Over 67,000 were made between 1940 and 1953.


### W-9 Specifications

49 Horsepower on the Belt
44 Traction Horsepower
In Production from 1940 to 1954
Total Manufactured, 67,000
This W-9 was Manufactured in 1952
335 Cubic Inch Engine
Engine RPM, 1,500
Fuel Tank Capacity, 36 Gallons
Standard Rear Tires, 14 X 34
Speeds, 2.3, 3.0, 4.3, 5.1, 15.5, Rev. 2.8 MPH
Standard Weight, 5,950 pounds
Price in 1953, $3,300


***ABOVE:** An incredibly simple machine. From the left, the fan belt, the governor mechanism in part beneath the flat plate, the carburetor, the air intake pipe, below that the starter motor and on the far right, the battery box.*
*The W-9 is a simple, robust, long lasting, massive pulling machine.*
*This particular tractor starts instantly and runs beautifully.*

***RIGHT:** The W-9, like its two smaller cousins, the W-4 and W-6, has an easily accessed operating platform that is well protected. The fenders wrap around to minimize dust for the operator. The heavy swinging drawbar and PTO are clearly visible.*

## *Front Wheel Choices, Wide Fixed, Narrow Double, Tricycle, and Wide Adjustable.*

*The first McCormick Deering tractors were Standards. Standards have fixed, not adjustable wheels spacing, front and rear.*

*Wide spacing increases stability.*

*Since the front wheels are used for steering and do not provide drive force, they are called "dead axles".*

*Normally, fixed wide front wheels are set to the same width as the rear wheels which are also fixed. Standards of this type are also called "Wheatlands" and "Westerns".*

*IH introduced the Farmall row crop tractor in 1924. The Farmall was designed for high crop clearance and for maneuverability. The front wheels were spaced closely together. This arrangement, along with the ability to brake either rear wheel individually, allowed the Farmall to turn in a radius of its own length. That ability was of great value when cultivating crops or mowing hay. In later narrow front tractors, the front wheels were toed-in at the bottom. This had the effect of further reducing the turn radius.*

*The word tricycle literally means, "three wheels". Tractors with two close front wheels are not technically tricycles but they are commonly called tricycles.*

*There are true tricycle tractors, however. Tractor manufacturers have long offered a single front wheel version. That single tire is normally somewhat wider than the tires that are used on a double front wheeled tricycle.*


*Utility tractors have adjustable width, wide front axles. Utility tractors are used around the farm for a variety of chores. Most often for tasks that use front or rear mounted equipment. Utility tractors were also popular for factory and construction work.*

*Row crop models could be equipped with wide, adjustable front axles. Such tractors were often multipurpose: for field work in row crops and in the off season for front loader work. That loader work might be manure loading or winter snow plowing.*

*Tricycle tractors could carry front-end loaders and often did, but they were inherently unstable. It was easy to tip a tricycle with a load in the bucket. I have done that myself. More than once.*

*Fixed rear wheels on tractors such as Standards or Utilities are often adjustable in limited increments. Adjustment is made by changing the wheel mounting locations on the rims.*

*From the 1920s until the 1960s, row-crop tractors were most popular in the Midwest, Standard tractors were most popular in the Great Plains of the US and Canada.*

*By 1960, farmers were using multi row equipment and herbicides. The need for short turning at the end of the row diminished. Row-crop and Standard tractors were replaced by a single tractor type. That newer tractor had much more power, much bigger tires, possibly rear duals, a wide front end with adjustable wheels throughout.*

***LEFT: This W-4 is a good example of a Standard. It has fixed front and rear wheel spacing. The front axle is a single cast element. Rigid, strong and non-adjustable. The wheel spacing, both front and rear can only be changed a few inches. That is possible by changing the attachment locations of the hubs to the rims. But that is of limited advantage and is seldom done.***


*ABOVE: A classic row-crop, Farmall. This H is normally referred to as a tricycle configuration. The rear wheels are easily adjustable for width. The front wheels are not, except, the rims can be turned for a limited adjustment.*

*ABOVE: The International 300 above is a "Utility" tractor. It has adjustable width front and rear wheels. A Utility tractor like this 300, might be used for row-crop work, general field work and loader work. Some Utility tractors did construction or road work with front end loaders and rear mounted backhoes.*


*ABOVE: This Farmall M is a true tricycle. The single wheel is bigger than each of the two wheels on the H in the previous photo. True tricycles are not common. They have an advantage in shorter turning radius but they have a disadvantage of less flotation in soft soil.*

*ABOVE: This Super M has an after-market, wide, adjustable width, front end. The wide front was added when the loader was added. A loader this large would make the tricycle version of this tractor quite unstable. With the bucket full, it could hold well over a ton of manure or dirt. The center of gravity and the inertia of turning a tight corner could easily flip this machine with a tricycle front.*