Brook Farm at Lively Run & Persoon Farm
Route 96, Interlaken

Plowing the Soil: 1770 – 2005
A Day of Plows & Plowing
Saturday, April 30, 2005
Plowing the Soil, A Day of Plows & Plowing Dedicated to:
Howard and Sara Hunt

We are honored to dedicate this day to the memory of Howard and Sara Hunt, lifetime residents of the South Seneca area. Howard was raised and lived all his life in the Interlaken area. He married Sara Smith of Lodi. They owned the dairy farm north of Interlaken bought during the depression. Besides running the dairy, Howard and Sara raised turkeys to sell at Thanksgiving and Christmas. In the winter, Howard helped build pole frame barns with partners John Jones and Marvin Dewitt. Howard was a Town Councilman for 20 years. Sara attended Cortland State College and taught in one-room schoolhouses in the area. She took off time to raise her family. Later she was a teacher’s aid at the Interlaken school for many years. Sara loved to sew and garden. She wrote the book of her life, “Stars In Her Path,” which was published in 1988. In their retirement, Howard and Sara enjoyed woodworking together. They instilled in their grandchildren the value of enjoying the simple life and the rich history of their family and the surrounding area.

Howard and Sara enjoyed helping to preserve local history and were honored to donate the Nivison Cradle Factory building to the Interlaken Historical Society.

Howard and Sara bought the “Usher Farm” in the early 1960’s and brought the land back into production. The barn always had a soft spot in their hearts. They really enjoy being here today, meeting and visiting with people, sharing about the barn and its structure and seeing the displays on plowing the soil from 1770-2005.

Thank you so much for coming and sharing this day with us.

John, Grace, Kim & Eric Hunt
8139 State Route 96
Interlaken, NY 14847
607-532-4398
hunt4@fltg.net
Brook Farm at Lively Run

4141 Bergen Beach Road, Interlaken, NY 14847 607-532-4909
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Growers of Quality Christmas Trees
Welcome

Welcome to the third spring event presented by the Interlaken Historical Society with assistance from the many, many volunteers it takes to put a program like this together. A special thanks to John and Grace Hunt and Jack and Jennifer Persoon who are hosting all of us for the day. And last but far from least, a thank you to Professor Peter McClelland who has added the scholarly touch and to Gould Colman who has added his insightful commentary that comes only from hands-on experience.

In the spring of 2003, following a suggestion and a lot of effort by Sally Hubbard and others, the Historical Society held its first tour of historic barns in the Town of Covert. The tour attracted over a hundred visitors. A similar tour of carriage barns with carriages, sleighs and farm equipment displayed in the spring of 2004 was even more successful. With these successes under our belt we decided to be even more adventurous this year and organize an event at which some type of farm activity would actually take place.

Allan Buddle, President

The Great Leap Forward

"Plowing Technology and America's First Agricultural Revolution"

Professor Peter McClelland
10:00 keynote address

The static nature of agrarian technology from the rise of the pharaohs to the fall of Napoleon is contrasted with the sudden surge in American farming innovations during the two decades following the War of 1812, with special emphasis on plowing techniques and technology.

Professor McClelland grew up in a small Canadian town (Cobourg), studied at Queens University, Oxford, and Harvard (where he received his doctorate) and taught economics first at Harvard and then at Cornell. Professor McClelland notes that he has no honest farming experience save that gained from growing vegetables in the backyard. But he has managed during the last 32 years in Ithaca to survive cinch bug invasions, "black spot" disease on the maple trees, white pine limbs falling through his sunporch roof, and squirrels that steal strawberries.

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Plowing the Field
A Plowing Demonstration Spanning More Than Two Centuries
Narrated by Gould P. Colman,
Retired Cornell Archivist
Beginning at Noon

Gould P. Colman’s spirit and roots go back to his childhood home on a farm in Medina, New York where he “taught his father how to drive a McCormick Deering F-14 tractor.” Colman said he came to Cornell on the GI Bill after serving in Europe during World War II because it was “close enough to go home on weekends and work on the farm.” He was a member of the Class of ’51 but instead of returning to his rural roots, Colman stayed on and received a MA in 1953 and a PhD in 1962. As a student he worked in the Archives, and used the archives for his dissertation on the history of the College of Agriculture, later published by Cornell University.

A founding member of the Oral History Association, he introduced and defended the technique of subject-focused interviews as opposed to the “great man” focus. Combining his interest in farm life and his skill in oral history, he documented the daily lives of 20 farm families in New York and Iowa over a period of twenty years. Gould became University Archivist when the Oral History Program was combined with the Collection of Regional History to form the Department of Manuscripts and University Archives in 1972. Currently, the University Archives is part of the Division of Rare and Manuscript Collections, housed in the Carl A. Kroch Library.

In a statement at the time of his retirement from the Cornell Archivist position, Gould labeled himself a “used paper dealer.” He rejects the idea of retirement. He wants to finish his book on farm families, a decades long labor of love based on the hundreds of interviews he conducted during the oral history program. Gould says if it is not finished it will give him reason to continue living. His aunt lived to be 107 and his sense of unfinished business will keep him going until at least that age.
“WELLS BARNs” AND THE BROOK FARM BARN AT LIVELY RUN

By Sally Hubbard

John Wells, Sr. began his building career in 1871 at the age of 28 with the construction of a school house in Garbutt, N.Y. In 1888 he filed a patent for the invention of a new and improved wooden truss for buildings or bridges which would combine simplicity and strength without the use of steel braces.

The number of trusses determined the size of the Wells barns. Cross-section pieces of lumber were nailed and bolted together. Designed to stiffen the barn, the trusses also protected against wind and outward pressure of hay. The barn center remained open enabling wagons to swing around and drive out. A hay track ran down the center of the barn and allowed unloading of hay or straw from the horse drawn wagons to the mow.

Lumber for the barns was often cut from woodlots on the farm and stacked for a year before building. The trussed barns ranged to 65’ in height. Each truss is composed of 2” x 3” x 10’ pieces of lumber, laminated and curved into an arch. Wells’ trademark window had lazy “W” trim molding.

Most of the Wells barns were built in Monroe and Livingston counties. There are others in the Southern Tier, Interlaken, Hudson River Valley and Granville. Forty-nine barns are still standing.

John Wells, Sr. retired in 1914 at the age of 71. His sons, Robert, Stephen and John Wells, Jr. took over the business. They built their last barn in 1942. During its construction, an employee fell off the roof and was seriously injured. With the rising cost of workman’s compensation insurance and modern farm equipment the traditional Wells truss barn was no longer constructed.

Raising the bents of a Wells Barn.
Barns of the Genesee, page 462.
The 40’ x 100’ Usher-Hunt, Brook Farm, barn was constructed in 1908. The slate for the roof was quarried from the Norton Slate Quarry in Granville, NY, and shipped to Interlaken by railroad. The quarry was reportedly owned by Herb Usher’s grandmother who lived in Granville.

Large hay chutes were built into the wall with hinged access doors at several levels. Smaller boxed-in air ventilation units run from the basement to the eaves. The granaries stand on the south side of the main floor.

The Usher family owned the property until 1950. It was then sold to the Cronk Dairy Co. and in 1960s to the Hunt family. It is currently owned by John and Grace Hunt.

The basement of this barn is perhaps one of the first poured concrete foundations in the area. The concrete floor has both gutter and curved mangers. The manger could be flooded with water for the cows from the spring above the farm. Spring water also cooled the milk in the milkhouse. The 1935 flood destroyed much of the spring-fed water supply that served the barn and the house. Originally the floors were wooden planks over concrete where the cows and horses stood.

Two of the original horse stalls can be seen in the basement. The mangers, salt licks, and combination sliding and Dutch doors are original. Across from the stalls is a small tackroom.

The carriage house adjacent to the barn housed chickens and served as a run-in shed for the cows. Both the carriage house and the main barn have a unique curved design at the top of the sliding doors. The milkhouse and smokehouse still stand south of the barn.

The lazy W window of a Wells’ barn.
PLOWING THE FIELD
A Plowing Demonstration Spanning
More Than Two Centuries
Narrated by Gould P. Colman

Beginning at noon on the 8-acre field west of the
Persoon family home you will be able to see and
hear about these plows as narrated by
Gould P. Colman.

Brandt Ainsworth
Franklinville, New York
Holstein Oxen with walking plow

Edward and Tina Turk
Lodi, New York
One horse walking plow and
Karol the Mule

Dick Boyes
Interlaken, New York
Sulky plow with team of draft horses

Dick Bauer
Interlaken, New York
John Deere M 1 bottom Sulky plow

Levi Fisher
Interlaken, N Y
4 mules on an Oliver forecart
with a two bottom trailer plow
Do not pet the mules

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Gerald Barrett
Interlaken, N Y
1923 Fordson tractor with 2 bottom plow. This Fordson tractor was restored with the help of Bob Doane and painted by Dick Ross. Driven by John Swank for plowing.

Tom Curtis
Pompey, New York
50 HP Case Steam Traction Engine with 5 or 6 bottom plow

Kermit Marquis
Freeville, NY
Belgian Team
John Deere (Syracuse) Plow 1930-1940

Allen Bush
Bellona, NY
1936 John Deer AR

Robert Collins
Alpine, N Y
1942/43 Ford-Ferguson 2N with 2 bottom plow
The General was bought at an auction. The auctioneer said it was an Avery but it wasn't. It was a sad mess. The belt pulley was off the shaft and jammed into the frame. It was sent off to be restored.

The 2N was a war time tractor. Because of the need for rubber and batteries for army equipment, the 9N's were redone with steel wheels and a magneto instead of a battery and a starter. They had to be cranked by hand.

Robert was plowing over in Catharine during deer season. Hunters shot a deer in the woods next to the field that was being plowed. The buck ran across the plowed field and dropped dead in the last furrow that had been plowed. Bob had to wait for the hunters to come and remove the buck before he could go on plowing.

Compliments of
Gerry Barrett
Halls Corners Road
Interlaken

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Allen Bush
Division Manager

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Dick Ross
1959 John Deere 630
3 bottom mounted plow
Always locally owned

Charles Batty
Interlaken, NY
Farmall M with 3 bottom plow

David Powell
Interlaken, N Y
John Deere 730 Diesel
with 4 bottom trailer plow

Jack Persoon
Interlaken, N Y
John Deere 4555
with 5 bottom plow

Bruce Austin
Interlaken, N Y
Ford-New Holland TJ375 Tractor with 10 bottom International Model 800 plow

Bruce was plowing with a big set of 9 bottoms on a steep field across from the Cayuga Inn. The plow came unhooked and started back down the hill into the ravine. It stopped just before going over the edge with the tongue about 8 feet up in the air.

Bruce's Father was plowing over on Bernie Stout's with an old Ford 900 with a 3-bottom plow. When he came to the headland he pulled the lever to lift the plows and the front end of the tractor came up instead of the plows. He went right in the hedgerow before he could get it stopped.

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SLATE ROOFS

by Sally Hubbard

The Usher-Hunt barn is one of the only remaining Wells barns with the original slate roof completely intact. The slate was quarried from the Norton Slate Quarry in Granville, N.Y., and shipped to Interlaken by railroad.

Slate, when first quarried from sedimentary rock was somewhat flexible, but after exposure to the air became very brittle. Colors varied from light gray, green, purple, black and shades of red, and weathering often brought out pink and brown shades. It was somewhat difficult to work with, but found to be durable and fire and wind resistant. The various colors enabled builders to weave intricate patterns into the roof design. Slate shingles were used extensively on commercial and residential structures until the 1930's when Fry and other companies began major production of asphalt shingles. Slate sizes were often 12” x 24” for larger buildings, and 9” x 16” for homes and varied in thickness and brittleness. The majority of slate quarried today comes from New York and Vermont.

Preston Kellogg, age 96, of Interlaken, former owner of Kellogg Contracting, a firm that specialized in all types of steeplejack work, last made repairs on the Usher-Hunt barn he believes in the ‘70’s. The roof was accessed by a long extension ladder that was anchored to a high platform on the front of a truck which was parked on the access ramp on the north side of the barn, and a ladder was angled so weight was distributed over a large area. An additional ladder was then secured to the peak of the roof. Preston preferred to work alone on the roof when repairing slate after finding that his helpers broke more slate after finding that his helpers broke more slate than they replaced.

The picture shows the variety of shading in the barn roof.
To remove a slate shingle, a “T” shaped slate tool, approximately 30” long with hooks on either side, was slid under the broken shingle with the hooked sides against the nails which secured it. The nails were pulled from the roof by hammering on the slate tool. Each slate was pre-drilled for nailing with copper nails and was usually trimmed with the use of a slate hammer. Flashing was ideally copper. Slate roof work is extremely rigorous and dangerous. Preston recalls that slate replacement until the 1960’s might average $1.00 per slate, today’s cost is approximately $100.00 per slate.

Slate roofs are again gaining popularity with the building trades. A slate roof is not only wind and fire resistant, but also lasts well over 100 years. The lifespan of an asphalt roof is approximately 30 years. An English Saxon church built in the 8th century has its original slate roof still in good condition.

Twenty percent of all landfill construction waste is derived from asphalt roofing debris. Slate may be simply buried. Today, materials and installation for slate roof runs approximately $10 - $20 per square foot. As the price of oil rises, asphalt shingle costs also rise. With new quarrying technology, slate shingles are nearly the same cost as they were in the 1970’s.

The Hunt family would like to raise funds to repair the existing broken slates where leaks are slowly destroying the roof. A donation jar will be placed at the registration table if anyone would like to help with the restoration of this grand Wells barn.

Even without color, the variety of textures can be seen in this close-up of the roof.
PLOWING THE SOIL
A LOOK AT THE SOURCES OF
POWER

What is the most basic activity common to all types of agriculture since our area was settled? It has to be PLOWING. Following is a quotation from an article titled Trial of Plows that appeared in the January, 1841 issue of the Cultivator, a farm paper published between 1834 and 1865 here in New York State.

Of all the implements used in husbandry, the plow is confessedly the most important. With other tools, defective, or of an inferior quality, by adding more labor, or employing extra help, the difficulty may be obviated or the harvest secured; but a bad plow is such a radical defect that it will be felt in every stage of the farming from putting the plow to the ground to the gathering of the crops and always injurious. There are therefore, no questions of more interest to the farmer, than those relating to the proper construction of the plow, its lightness of execution, and excellence of its work.

In the early years of the 19th century, as Professor McClelland points out, attention was focused on the design of the plow itself. Scientific research began to develop and test various shapes of moldboard, share and landside. The objective was a plow that would raise and turn a furrow with the greatest efficiency or in other words, with the least effort by the oxen, horses and mules which were, at that time and for another century, the primary source of power. The Department of Agriculture Report of 1869 indicates that over 255 patents were issued that year for improvements in plows. In today's demonstration, little difference will be seen in the plows themselves, other than the number of bottoms. However, improvements in plow design still continue today.

With reasonably efficient plows in place, the attention turned to the source of power. The oxen were strong and steady but slow. The mules and draft horses were a little faster. As farming became more commercialized there is the drive to work more land. When steam power arrived there was a relatively unsuccessful attempt to adapt it to working the land. Theoretically, if a plow could be attached to a steam locomotive there would be no limit to the number of acres that could be plowed in a day. Unfortunately the
American Steam Plow had limited success as the following quotation from the Department of Agriculture Report of 1869 indicates.

*A review of attempts to produce a successful steam plow in this country may aid in forwarding that inevitable consummation. The following considerations, though not presented as official, are those of one who has given much thought and investigation to the subject. As a people we are want to boast of our great strides in the field of progress. In one hand we hold up the certificate of the infancy of our years, and with the other, with becoming pride, we unroll to the gaze of the world a voluminous scroll, setting forth our wonderful achievements in all that makes a nation great and powerful, and yet, with all our amazing progress there is no such implement known as a practical American steam plow.*

The steam traction engine (steam tractor) was more successful. It was felt that the use of steam traction engines would reduce the need for horses and mules. It has been stated in the history of steam power that the exact opposite was true. Additional horses and mules were needed to haul wood or coal and water for the steam engines. In the eastern part of the country the steam traction engine was used more as a stationary source of power for threshing machines, corn shellers, saw mills, etc. The Historical Society has several photographs of steam traction engines in use in our area. Some of the photos are exhibited in the Hunt/Usher Barn.

The advent of the internal combustion engine and assembly line technology opened up a whole new opportunity to plow more land in less time. Many individuals and companies designed and developed tractors. A brief review of the most well-known makes and their history follows. This information is copyrighted by the "1997-2005 Yesterday’s Tractor Co.-A Washington State Corporation." For further information visit their website at http://www.ytmag.com/
Allis Chalmers Tractors

Allis Chalmers started out as a small burr millstone maker in 1847. By 1979 they had grown into a 2 billion dollar corporation and were one of the important machinery and tractor manufacturers in the United States. The original company, known as "Edward P. Allis & Company" was built by E. P. Allis of New York after acquiring a shop called "The Reliance Works". The Reliance Works' list of products included French burr millstones, portable mills, water wheels, shafting, hoisting screws and much more.

In 1869 the company expanded into steam power and soon after followed the first Allis steam engine. The company line-up grew to include steam pumps including the largest centrifugal pump in America in 1884 and the first triple expansion pumping engine two years later.

In 1901, the "Allis Chalmers" company was formed by merging the Edward P. Allis Co., Fraser and Chalmers Company and Gates Iron Works. Shortly after, a large chunk of land was purchased in what became West Allis, Wisconsin. Wanting to diversify, Allis Chalmers built its first farm tractor in 1914. The tractor business grew, and in 1928 a line of crawler tractors was started. The acquisition of several additional companies in the upcoming years, such as the LaCrosse Plow Company and Advance-Rumely, added an extensive line of tillage implements, threshers and combines to the line-up.

When Allis Chalmers decided to focus on the small and medium sized farmer, they came up with new designs that turned out to be one of the most popular series of tractors ever produced. The WC tractor was first built in 1933 as a prototype tractor. Soon to follow was the Model B tractor which was very popular. Next in line was the Model C tractor which came on the market in 1940, followed by the Allis Chalmers CA tractor in 1950, the WD tractor in 1948 and the Allis Chalmers WD45 tractor in 1953.

Cockshutt Tractors

The original Cockshutt factory was founded by James G. Cockshutt in 1877. Located in Brantford, Ontario, James operated the company until it was incorporated in 1882. Primarily a plow manufacturer, no one is exactly sure when Cockshutt started producing tractors.

By 1957 seven different models of tractors were being produced. The company was acquired by the Oliver Corporation in 1962.

Case Tractors

Jerome Increase Case started his company in Rochester, Wisconsin in 1842. He soon moved to Racine, Wisconsin where he began to manufacture threshers. In 1853, J.I. Case accepted 3 partners to form J.I. Case & Company.
Their Eagle Trademark, "Old Abe", was adopted in 1865 and is patterned after a bald eagle that served in the Civil War as a mascot. Case built their first steam engine in 1869 which was moved around by horses. By 1876 they had developed their first steam traction engine. The first Case farm tractor appeared on the scene in 1892.

**IHC Farmall Tractors**

The McCormick Harvesting Machine Company, formed by Cyrus Hall McCormick, merged with several other manufacturers and formed the International Harvester Co. They were primarily known for the production of harvesting equipment. They began experimenting with tractors around 1905. These tractors were huge, powerful and clumsy and although they were useful for large areas, they did not work well for the small acreage farmer.

Their first attempt at a smaller tractor was the Mogul 8-16 and was a big hit. International Harvester continued to refine their small tractor line with several follow-on models. The famous letter series tractors, including the A, C, H and M began production in 1939.

IH produced many tractors during their reign and were ranked as one of the largest manufacturers of farm tractors. In 1984 IH was purchased by Tenneco and merged with the Case Corporation.

**Ford 9N, 2N, 8N Tractors**

The Ford 9N, produced from 1939 to 1941 and the first of the "N Series" tractors, was born complete with the first three-point hitch in 1939. It was developed as a versatile all-purpose tractor for the small farm and was exceedingly popular. It went through subtle changes almost every year of production. By the end of 1941 they had made so many changes, and had so many more ideas for changes, that they changed the name of the tractor to the "Ford 2N".

Some of the newest features on the Ford 2N (produced from 1942 to 1947) were an enlarged cooling fan (with shroud), a pressurized radiator, and eventually sealed-beam headlights. Other changes were made here and there due to the war. For awhile only steel wheels were available, and a magneto system was used rather than a battery. When the war ended it went back to what it had been before.

The Ford 2N eventually evolved into the Ford 8N, which officially started its production 1947 and was produced through 1952. Some of the noticeable differences from the 9N/2N were the change in lugs from six to eight in the rear wheels, scripted "Ford" logo on the fenders and sides of the hood (reportedly this scripting did not actually start until late 1950) and finally, the absence of the "Ferguson System"
patch which was no longer displayed under the Ford oval (even though the tractor still used Ferguson's three-point hitch).

**Ford Tractors**

Henry Ford was born in 1863 in Dearborn, Michigan and began experimenting with gas engines around 1890. These experiments led to the building of his first gas automobile in 1896. After much more experimenting, the first official Ford car (Model A) came out in 1903.

In 1907 Henry built his first experimental tractor. He spent many years and more than $600,000 dollars in the development of a good, cheap tractor. When he was finally ready to show his tractor to the public, he found that he could not use the "Ford" name for his tractor because it was already being used by the "Ford Tractor Company". So he adopted the name of "Fordson". A new company, "Harry Ford & Son" was created to mass produce the tractors.

By 1920, the distribution of the Fordson was shifted to the Ford Motor Company. Over the years Ford has produced many models of tractors and continues to this day to be a leading manufacturer in the industry.

**Harry Ferguson Tractors**

Harry Ferguson, born in 1884, started experimenting with tractors and plows in his early years. Harry is an important person in tractor history, being the inventor of the 3-point hitch. It was dubbed the "Ferguson System". After meeting with Henry Ford in 1938, over a handshake it was agreed that the 3-point hitch system would be installed on the Ford tractors being produced at that time (Ford 9N from 1939-1942 and the 2N from 1942-1947). These tractors had the "Ferguson System" insignia on them and Harry Ferguson received a share of the profits.

In 1947 Henry Ford's grandson officially terminated this "handshake agreement". The Ford 8N tractors that were being produced around this time no longer carried the "Ferguson System" insignia. Ferguson sued the Ford Motor Co. and eventually won a settlement.

In what some say is retaliation, Harry Ferguson began producing his own line of tractors, beginning with the TO-20 in 1948. These tractors looked surprisingly similar to the Ford 9N and 2N and sported the 3-point hitch.

**John Deere Tractors**

John Deere was born in Rutland, Vermont in 1804. In 1837 he built the first steel plow, using steel from an old sawmill blade. By 1842 more than 100 plows were built. By 1852, Deere & Co. were located in Moline, Illinois and was producing 4000 plows per year. John Deere passed away in 1886 and the company was taken over by his son.
In 1918 Deere & Co. acquired the Waterloo Gasoline Engine Company and were instantly in the tractor business.

John Deere's most popular tractor, the Model A, began production in 1934. This spawned a popular line of two-cylinder tractors including the B, G, L, LA, H, and M.

John Deere continues to produce tractors today and is one of the leading manufacturers in the modern industry.

**Massey Harris & Massey Ferguson Tractors**

Massey-Harris company was formed in 1891. It was the combination of Massey Manufacturing Company of Toronto and A. Harris Son & Company Ltd., both of Ontario, Canada. Both of these companies had on their own been industry leaders in the production of implements.

After purchasing the J.I. Case Plow Works in 1928, well known for their production of the Wallis tractor, they were thrust into the tractor business. They introduced the 12-20 model tractor in 1929. This tractor was the basis for the "Pacemaker" which was first produced in 1936. The "Challenger" was their first row-crop tractor. Both models were available on steel or with rubber tires.

Massey-Harris continued to produce a popular line of tractors in several different models.

In 1953 Massey-Harris and Harry Ferguson merged to form Massey-Harris-Ferguson Limited. Later this was changed to "Massey-Ferguson". In 1958 the company acquired F. Perkins Ltd of England which was the leading diesel engine producer at that time. This gave the MF company a ready source for diesel engines.

The MF-35 was first built in 1960 and was available in a gas or diesel version. Other models were the MF-50, MF-65 and MF-85. Massey-Ferguson went on to make many models of popular tractors and continues today.

**The Massey-Harris Minneapolis Moline Tractors**

The Minneapolis-Moline company was formed in 1929 after a merger between the Moline Implement Company, the Minneapolis Threshing Machine Company and the Minneapolis Steel & Machinery Company.

They started their tractor business with the production of the Twin City models which were carryovers formerly built by the Minneapolis Steel & Machinery Company. Production of this tractor continued through 1934 and was followed by many other popular models of tractors - one of the most extensive in the industry at that time. Minneapolis-Moline was acquired by the White Motor Company in 1963.

*Continued on page 19*
Too Young To Plow?

From Dave Powell

My first exposure to tractors was at an age in the low single digit numbers. My father had a Fordson and International 10-20, both equipped with steel wheels. More memories remain from the 10-20 than the Fordson. Two of them stand out more than others. I had learned to drive before I had the strength that was needed to turn the wheels. I remember my Dad starting me out harrowing a three cornered field with a barbed wire fence and a ditch on one end. After making my first round I found myself in trouble by not turning soon enough, resulting in driving one front wheel under the lowest barbed wire strand. Now you have to remember there were no turning brakes and it had a very long turning radius. Even though I stopped before I got into the wire, each time I tried to move forward I would only get farther under the wire with that wheel until I had it down in the ditch. Soon it became evident that I would have to go get my Father to get me out of the mess I was in. He was slightly disgusted with me when he came back to the field, but between us we manually pulled the cultipacker and harrow back from the tractor enough to back the tractor out and rehook the harrow. He went back to the barn. After I had made my second trip around the field I ended up in the exact same condition. You see, with no turning brakes the front wheels would slide in the soft dirt and I had not yet learned to make my turn sooner. I dreaded making the second trip to get help from my Dad but I had to face the music. This time he was really provoked. When we got it out that time I finished the field with no more problems.

Continued on page 19
Dave Powell continued
At another time in a different field I was driving the old 10-20 pulling the same harrow and cultipacker, only by now I had more strength and experience, but the same misjudgment of not turning soon enough got me into a similar mess. This time I ended up on the side of a ditch bank. There happened to be a large stone lying there and I had to straddle it to continue to make the turn back into the field. However, the base of the tractor was lower than the height of the rock and the tractor got hung up on the rock. By the time the rear wheel had made one turn there was no dirt left under it and the rear of the tractor was held in the air by the rock. Another trip was made for help. This time a second tractor was needed to pull the 10-20 off the rock. I don’t remember ever making any more mistakes while driving that tractor.

Continued from page 17

Oliver Tractors
The Oliver Farm Equipment Corporation was formed in 1929 after the merger of the Oliver Chilled Plow Company, the Hart-Parr Company, Nichols & Shepard Company and the American Seeding Machine Company. It was later known as the Oliver Corporation.
Beginning in 1930 Oliver built the 4-cylinder Oliver 18-28 tractor. This was a severe departure from the two-cylinder engines used in the Hart-Parr tractors. Many follow-on models were produced over the years, including the very popular 60, 70, and 80 models. In 1948 a new fleetline series was introduced which included the 66, 77 and 88 models. Oliver was acquired by the White Motor Corporation in 1960.

Miscellaneous Tractors
There are hundreds of old tractor manufacturers that are lesser known than the big-name producers. In America and abroad, farmers were crazy about tractors. Some of these small manufacturers made only one tractor model, some many models. Sadly quite a few of these "orphans and oddballs" no longer exist in any collection anywhere.
No Till: A Modern Day Option

Contributed by Nate Herendeen of Cornell Cooperative Extension

We traditionally think in terms of mold-board plowing, but there are other types of primary tillage. Modern zone-till or strip-till systems actually till the seed-bed area which is what is needed to obtain uniform seed to soil contact. The tillage is done in the same trip across the field. This is what gives uniformity to seed germination and uniform emergence leads to optimum yields. Strict no-till actually tills a small area where the seed is placed, also.

The advantages of reduced tillage are many. The greatest is likely the reduction of erosion and sedimentation, but reduction in oxidation of soil organic matter is close behind (carbon sequestration). Improved biological activity (what they are calling soil health today) in the soil is a long term benefit.

There is really not a large difference in weed control practices once a system is in place and the difficult perennial weeds are managed. The variation among farms with conventional (mold board) plowing in terms of herbicides is certainly as great as it is for no-till or other reduced tillage systems. If mechanical cultivation is used, herbicides can be reduced or eliminated, but there is a major increase in the use of fossil fuels (and labor).

http://www.yetterco.com/help/tillageguide.html
The Interlaken Historical Society would like to thank the many businesses, participants and organizations that have assisted in making this day happen.

John, Grace, Eric and Kim Hunt
Jack & Jennifer, Jacob and Jessica Persoon
Interlaken Fire Department
Interlaken Community Action Group
Blanche’s Scratch Bakery
Professor Peter McClelland
Gould Coleman
Ward Krkoska and Baseema Banoo Krkoska, Videographers
Preston Kellogg for sharing his knowledge about slate roofs
Hubbard Heating & Plumbing, Inc. for the generators
Hipshot Products for the use of their parking area
Brewer’s Porta-Potties
Connie Pell and the Interlaken Pells 4-H club
for assistance in the parking area and watching exhibits.
The Docents who have lead tours throughout the barn and assisted at the entrance gates.
Nicole and Everett Nelson for assistance with audio and video services.
Upstate History Alliance for the loan of the Understanding Archives Information Boards
All of the businesses for their support through ads
Diane Bassette Nelson for design & layout of the newsletter
Joan Hendrix for assistance with printing this newsletter
Bob & Judy Pratt for their book Wells Barns
And the members of the Planning Committee: Allan Buddle, Marty Schlabach,
John Hunt, Eric Hunt, Jack Persoon, Mary Jean Welser, Sally Hubbard,
Doug Barkee, Diane Bassette Nelson

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8248 State Route 96, Interlaken, New York 14847

Blanche’s
SCRATCH BAKERY

Monday–Saturday, 8am–6pm
Closed Sunday
8397 Main Street
Interlaken, NY 14847
607 532-8705
The Mission of the Interlaken Historical Society is to:

- establish, maintain and operate museums and a research room for the promotion of local and area history.
- collect and preserve items and books of historical, literary and artistic interest to our community.
- publish articles, pamphlets, periodicals and works of historical or literary significance to our area.
- encourage the use of our facilities and resources for research.
- promote the dissemination of historical information through modern technology.
- carry on activities usually associated with a historical society, particularly relating to the history of southern Seneca County and the community of Interlaken.

Archives: Who, Why, How, When

Today's program is made possible because many people have been involved in preserving history. This preservation is not related only to paper items, but to the many items used each day. From a barn to plows from our ancestors, along with photographs, magazines, books and many other items.

As noted in the mission statement, the Interlaken Historical Society is dedicated to preserving these items, and we need your help. If you have items which tell the story of our area please consider sharing them with the Historical Society so that in years to come we can continue to tell today's story.

If you have an item you would like to donate to the Interlaken Historical Society please contact Allan Buddle, President or one of the trustees noted on the next page.
From the Archives

Two photographs from the Interlaken Historical Society Archives.
Left: The fruits of the soil, Ovid Grange display showing many winning entries.
Below: Looking east along Orchard Street and the backyard gardens in the early 20th century. Photo taken from the Baptist Church tower.

The Historical Society Board of Trustees:
Allan Buddle, President;
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Displays in the Barn

Shown below are just a few of the displays in the barn. There are also guides to provide an in-depth tour of this historic structure.

In the horse stall, Reba, owned by Rachel Bishop.

From the Eric & Kelly Aman Collection of single horse drawn equipment:
- A Sub-soiler, A Potato Hiller
- A Wooden Bean Plow
- A One Bottom Trip Plow
- A 2-Row Cultivator

From the Harry McCue collection:
- Walking Plow and Sidehill plow.
- Corn Sheller and Fanning Mill, stop by and talk with Charles Batty about these two pieces of farm equipment, and try your hand at one of these farmers’ chores.

Allan Buddle will discuss the Grain Cradle. Once the soil was ready and the grain grown and mature, this tool was used to harvest the grain.

Model Plow Collection
On Loan from Cornell University

The models represent plows used in different parts of the world from ancient times to the mid-19th century. They show the historical development and technological changes of this agricultural implement. The model plows were made at the Royal Agricultural College of Wurttemberg, Germany under the direction of Professor Ludwig von Rau and displayed at the Paris Exposition of 1867. The collection was acquired by Andrew Dickson White, the first president of Cornell University, during his visit to Europe in 1868, prior to the opening of the university.

When you are in the barn be sure to stop at the Barnes & Noble book fair table. A selection of books on Agriculture, Barns and Local History are available.

Landmark Note Cards by Anne Knight and publications of the Historical Society are at the sales table as well. Membership applications for the Interlaken Historical Society can be found there too.

Interlaken Olde Home Day
June 11, 2005

Enjoy a day of history, crafts, great food and great yard sale shopping all within walking distance.

The Auction of Goods & Services begins at 4:00 at the Fireman’s Field with more great food. Silverado will be on hand for the evening’s entertainment. Brought to you by the Interlaken Community Action Group.

Mark your calendar
May 23, 2005 Ovid Federated Church

Of Plumage and Poetry:
Alexander Wilson’s 1804 Ornithological Exploration of the Finger Lakes.

Join the Interlaken Historical Society as Marty Schlabach & David Corson explore Wilson’s travels in our area and the poetry he wrote to commemorate that 1804 trip.
Photographs
from
Plowing the Soil: 1770–2005
A Day of Plows & Plowing
Saturday, April 30, 2005