



# LIFE on the farm

By  
*Dieter Krieg, Editor*

Some of today's farm tractors would make a city person stagger in disbelief.

Granted, there are still some old "iron horses" around which have wobbly, flat metal seats hanging out far beyond the rear axle - the kind which are ice-cold to sit on during cool weather, and hot as blazes in the summer. The farmer rested his bottom on that swaying and bouncing little platform, planted his left foot near the clutch, his right one near the brakes, and hung on for dear life by grabbing the steering wheel.

There were absolutely no conveniences on some of those old tractors, and even those innovations which were available, such as hydraulics and power-take-off, weren't applied by all manufacturers with the farmer in mind. There always has been, and still is today as much engineering difference between tractors as what there is between a 10-speed racing bike and a tricycle.

Power steering became popular about twenty years ago. That's a must for driving on rough fields and backing equipment.

But there's much more to modern tractors than power steering which is now standard equipment.

It's a thrilling experience to be in command of the 100 or so "horses" that are beneath the shiny hood of a new tractor equipped with everything from automatic transmission to 8-track stereo tape player.

Climbing aboard some farm tractors is like stepping into the cab of the finest Peterbilt, or Diamond-Reo that ever came off the assembly line. The driver is surrounded by a roll-guard cab which features sound-deadening material throughout. The padded interior protects him from noise, smoke, and dust - and above all the injuries and even death that accompanied the "old timer" tractors which occasionally threw the operator from his seat.

The modern farmer, driving a late-model tractor, sits in an infinitely adjustable, luxurious "throne," complete with changeable arm rests. A tilting and telescoping steering wheel protrudes from the center of a padded instrument panel. Various controls are located either on the dash or on a console to the right of the arm rest.

Besides power steering, the tractor is also equipped with power brakes and an automatic transmission featuring 16 forward speeds and four reverse. A differential lock can be engaged to give the "horse" positraction.

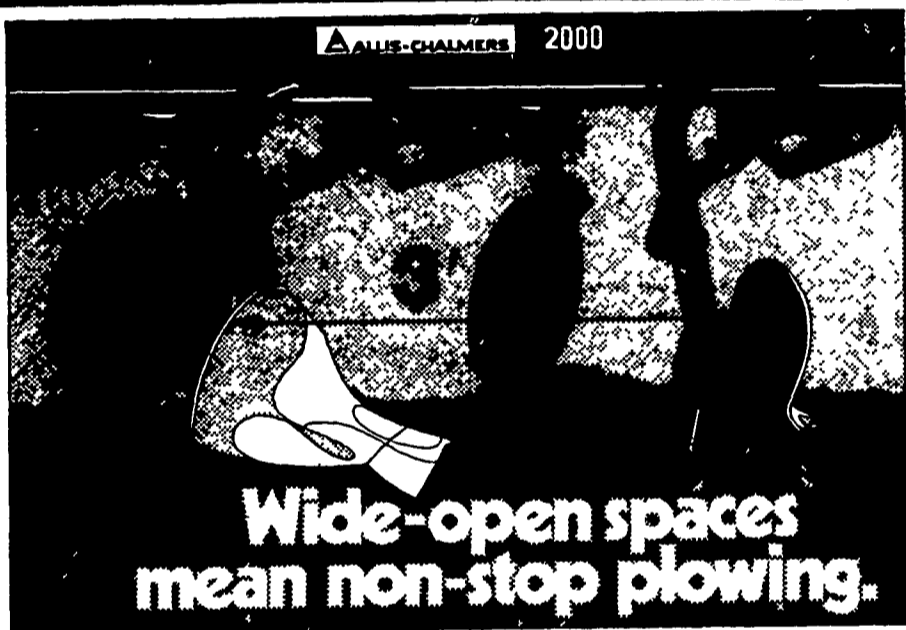
For comfort and pleasure, there's the heater, air conditioner, AM-FM radio, tape player, tinted glass, windshield wipers, and if you want it, even a CB radio to keep in touch with your family and neighbors.

What does a tractor like that cost? Over \$20,000 - and if you want a bigger one, or just bigger tires then add a few thousand more. They don't come cheap. Tractors aren't all that have changed - so have prices - the cost of equipping and operating a farm.

That expensive tractor (or tractors, most farms need a couple) is an expensive investment. It can be purchased for less - without the comfort options - but, why shouldn't the farmer be entitled to a little comfort and luxury?

Some men spend their days in luxurious offices with soft music and pretty secretaries surrounding them. Most housewives work in fancy kitchens and have for years been insisting that it should be "nice" because that's where they spend most of their time.

The farmer spends a lot of his time in the field, driving a tractor. It's good to know that some engineers have taken comfort and a little luxury into consideration when they design and build farm tractors.



Design a plow with a big 3-foot clearance between bottoms increase the width of the furrow to 18 inches make the stub beam longer Happy result: the Allis-Chalmers 2000 Series *Monoframe* plow Eight square feet of clearance so more trash can get through. High-speed plowing without stopping, too, because "Bump & Run" bottoms lift hydraulically over obstacles and reset automatically No need to leave the tractor seat! Seeing is believing so come in now!

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