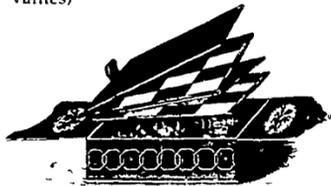




JAN. 23-29, 1978
Wet noses we supposes

Don't bathe your dog now Winston Churchill died Jan 24 1965
Full moon Jan 24 Average length of days for the week, 9
hours, 47 minutes Buffalo was snowed in this week last year
Gold was discovered in Sutter's Mill, Calif Jan 24, 1848 Valor
lies just halfway between rashness and cowardice (Miguel de Cer-
vantes)



Ask the Old Farmer Isn't there a rhyme about the color of the moon and how this color can foretell the weather? D A, Lynn, Mass

There are several, but the one most familiar to us is "Pale moon doth rain, red moon

doth blow white moon doth neither rain nor snow

Home Hints To thaw frozen water pipes use the blower end of a tank vacuum cleaner

OLD FARMER'S WEATHER FORECASTS

New England: Week begins partly sunny with scattered snow through Tuesday, expect a blizzard with 12-15 inches south and on coast for remainder of week

Greater New York-New Jersey: Sunny to start, then rain and snow with blizzard for end of week

Middle Atlantic Coastal: Rain and heavy snow, blizzard for most of the week

Piedmont & Southeast Coastal: Rain and very warm all week

Florida: Hot with light showers, rain, cold with snow in north for week's end

Upstate N.Y.-Toronto & Montreal: Intermittent snow through Tuesday, then rainy and mild at midweek, cold with snow, heavy in southeast for weekend

Greater Ohio Valley: Snow changing to rain through Fri-Sat, cloudy and very cold for weekend

Deep South: Rain to start then turning very cold with snowstorm for rest of week

Chicago & Southern Great Plains: Snow on and off through Thursday, cold and partly sunny, flurries east for rest of week

Northern Great Plains-Great Lakes: Very cold with some snow throughout most of week, clearing Sunday

Central Great Plains: Snowstorm expected, end of week sunny but very cold

Texas-Oklahoma: Rain changing to snow to start, then end of week is seasonal and very cold

Rocky Mountain: Rain and snow to start, then partly sunny, very cold, snow north for remainder of week

Southwest Desert: Week begins partly sunny, few showers, cool then cloudy, cold, frost at midweek, week's end clear and hot

Pacific Northwest: Snowy and very cold to midweek, remainder of week brings heavy rain north, warming and floods

California: Partial clearing, cool with frost inland through Thursday, sunny and much warmer for week's end

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Some of the old tractors are today's classics

By JERRY WEBB
University of Delaware
NEWARK, Del. — Kidding a farmer friend the other day about an old Farmall tractor parked under a tree in his backyard, I was reminded of the important role that breed of tractor played in this nation's agricultural progress.

I had jokingly accused this fellow, who is a member of the Board of Trustees of the Delaware Agricultural Museum Association, of starting his own backyard collection. He quickly told me how useful a pair of those old Farmalls are around his place and what it would cost to replace them with today's comparable machines.

Antiques? Indeed not. Thousands of them are still hardworking machines with most replacement parts still available from the dealers. Hardly a day goes by when I don't see a Farmall H or M doing some useful farm work.

Farmall tractors, manufactured by the International Harvester Company in a half-dozen sizes, helped revolutionize agriculture in the 1930's and 40's. The first ones were steel-wheeled monsters with size classifications like F20 and F30. They were as good as any back in the early days of farm tractors — big and slow, hard to turn, hand-crank starting and no mechanical or hydraulic lifts for mounted equipment. It took a good man to run one of those early models.

Then, in the late 30's, International Harvester redesigned its entire line of farm tractors. The result was an agricultural classic — a machine that met the challenge of that day and beyond, one that has truly met the test of time.

Though lacking the hor-

sepower of today's big tractors, those old Farmalls have everything needed for the lighter jobs around the farm from pulling grain wagons back and forth to the field to mowing and raking.

Considering that International Harvester stopped making its Farmalls in the early 1950's there are sure a lot of them still in use. In fact, there's hardly a farm that doesn't have one resting in a shed or hiding behind a barn waiting for the next challenge for a small all-purpose tractor.

But it wasn't always that way. Back in the 40's that Farmall M was a star. It was the heavy duty tractor of its time, pulling a big 3-bottom plow or a field chopper with relative ease. It could do the biggest jobs that farmers could think of and hardly ever need repairs.

For about 15 years those old Farmalls dominated agriculture — but finally the need for more horsepower caught up with them. International Harvester made an abortive effort to stay in the game with its Super H's and Super M's. These were the same tractors with souped-up engines. A farmer could convert his old tractor

with a dealer overhaul and if he wanted to spring for a paint job at the same time he got the new Super decals.

But Super M's weren't quite up to the jobs ahead. They lacked the horsepower, weight and even more important, a whole new concept in hooking up field equipment had come on the scene. Named the Ferguson system for its English designer, this was the original three-point hitch that has become standard for most of today's equipment makers. This hydraulically controlled system revolutionized equipment design and operator convenience and comfort.

Since the basic system was covered by patents, International Harvester had to develop an alternative, the two-point hitch—an ill-fated design that was standard on the IH tractors that followed the Farmalls. Tractor designs came and went and the two-point hitch wound up in the junkyard as manufacturers switched to three-point hitches. Horsepower and size zoomed upward each year as competing manufacturers vied for farmer acceptability with bigger

machines and staggering price tags.

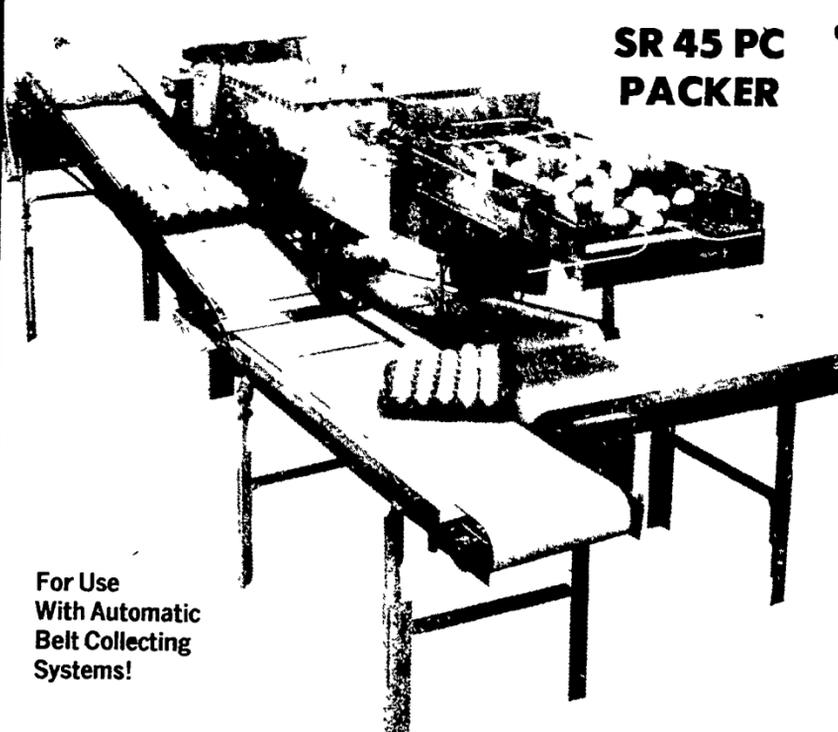
Today, the largest International Harvester tractor weighs 10 tons or more, has four-wheel drive, 250 horsepower, and sells for \$40,000. Meanwhile its older brothers — that long dependable line of Farmalls — still labor quietly in so many ways. For as farmers added newer models they kept the old ones. Farmers are funny that way. They don't like to trade in a good tractor — there's always a place to use a second or third machine, pulling wagons or hooked to a mower or scraper. So a quarter of a century and maybe tractors later those Farmalls are still out there working.

The first new tractor I ever saw was a Farmall H — the first post-war model delivered in our neighborhood. What a beauty, all shiny and red, it was about the most beautiful thing a farm boy was apt to see. Those I had seen prior to that were the pre-war models, old and faded, mounted on steel wheels, many of them with hand cranks sticking through their radiators. By

(Turn to Page 14)

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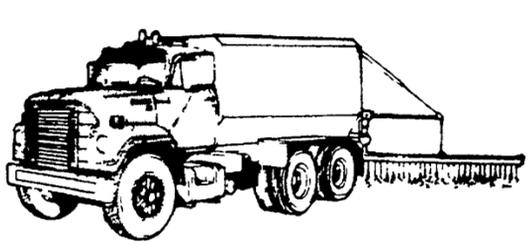


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