

Fordson tractor

(Continued from Page 119)
 Fordson for \$795 and was able to cut the price to a low of \$395 by 1922.

In 1929 Ford tractor manufacturing was transferred from the U.S. to Cork, Ireland, and later to

Dagenham, England. From 1933 to 1939, Ford of Britain was the sole producer, building Fordsons for sale in the United States, the United Kingdom, and the rest of the world.

The car and the tractor developed along similar paths. From a single, all-purpose model, the Ford tractor line expanded to a wide variety of models with a range of horsepower, geared to a multiplicity of purposes. Ease of operation and operator comfort were key factors.

An early step in this direction was the Model 9N, the revolutionary new tractor introduced by Ford in 1939. The 9N was one of the world's first production tractors with three-point hitch and a hydraulic system. This enabled the farmer to raise or lower attached implements by hydraulic controls, in order to till the soil at various depths. For the first time, the tools were attached to the tractor.

Five new Ford tractor models in two power classes were introduced in 1955, and Ford became a multiple tractor model manufacturer. The following year, Ford was the first

manufacturer to introduce power steering as a standard equipment on all its row-crop farm tractors.

In 1958, Ford brought out the first American-built diesel engines for tractors. Ford was first with power-adjusted rear wheels in 1955, with shift-on-the-go transmission in 1959, and with the tilt-up steering wheel in 1960.

In 1976, the factory-installed cab, which first came to the automobile and

then to the truck, came at last to the tractor.

Today, Ford Tractor Operations, established in the early 1960's, is responsible for the design, engineering, and testing of a worldwide line of Ford tractors, for the operation of modern manufacturing facilities on three continents, and for marketing its product through a worldwide organization of nearly 5600 dealers, branches, and subdealers.

WHAT'S NEW

FORAGE CHOPPER

The Hesston Corporation has just added a new top-of-the-line model to its popular family of Field Queen self-propelled forage harvesters. The new machine answers a growing demand for greater engine capacity from big tonnage operators.

Outwardly, the 7650 closely resembles the Field Queen 7600. The only external change is the use of larger tires on the rear drive wheels. The combination of the new 18.4 x 26 rear flotation tires, rear wheel drive traction and front wheel power steering gives the operator easy, precise control of the 7650. These key features are especially advantageous when operating in muddy conditions with a trailing wagon.

The 6V-71, 426 cu. in. 2-cycle Detroit Diesel engine, at 257 horse power, provides great forage harvesting capacity. It is one of the biggest engines offered on any self-propelled harvester on the market today. A new, large-capacity radiator is fitted to the 7650 to meet the cooling needs of the bigger engine.

Costly downtime is reduced in the 7650. A unique componentized construction adds years of useful life. Major components can be replaced more economically than costly rebuilding. And a 36 month or 2,500 hour full Warranty covering all

engine parts and labor is offered by Detroit Diesel.

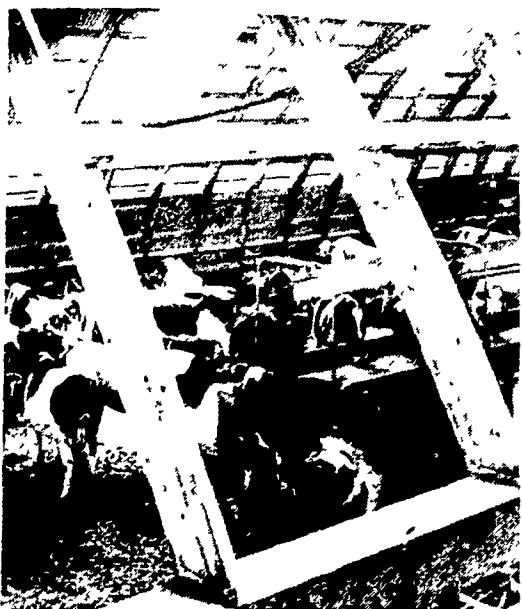
For more information, write Box 788, Hesston, Kansas, 67062.



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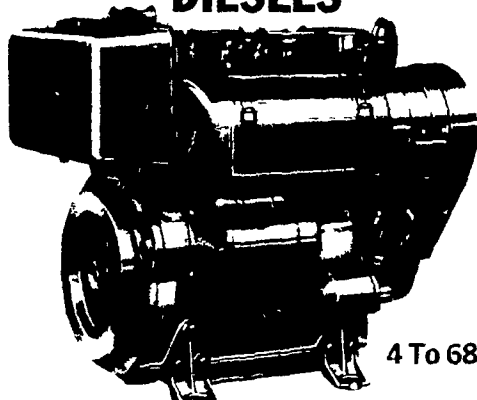


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