

The Rusted Plow

Newsletter of the
Howard County Antique
Farm Machinery Club

October, 2013

John Frank, President	410-531-2569
Chuck Coles, Vice President	410-775-7431
Judy Singley, Secretary	301-596-9723
Doug Creswell, Treasurer	410-489-5832
Morgan Covert, Newsletter Editor	540-818-6842

Museum Telephone — 410-489-2345

Club web site — www.farmheritage.org

Like us on Facebook at

[Facebook.com/Howard County Living Farm Heritage Museum](https://www.facebook.com/HowardCountyLivingFarmHeritageMuseum)

President's Report

by John W. Frank

I think, by all accounts, the past few weeks have been as busy as any that we have experienced in recent years. Between cutting this year's wheat crop, setting up, staffing and taking down the displays at this year's Howard County Fair, setting up and hosting our Farm Heritage Days Festival to include the Auction Sale, the Bull Blast, and all the other activities that are a part of Farm Heritage Days, hosting hundreds of youth at our Farm Heritage School Days program, picking up the Daisy One Room School House and storing it at the Museum after 2 years of planning, picking up trailer loads of donated items and items on loan to the Museum from a number of folks in our Farm Heritage Family to include our Friends at the Sandy Spring Museum, the additional development of parts of the Dairy Barn, the on-going setup for the 3 Mile Haunted Hayride by that dedicated group, the installation of water, electric and security hookups

throughout part of the south area of the Museum complex, working with Parks and Rec personnel to get ready for this year's Wounded Veteran Deer Hunts, preparing the fields and planting next year's crop of oats and the ongoing demands on our dedicated group of grounds maintenance staff, it has been busy to say the least. Upon reflection, maybe it just seems busier because of the "rule of recency". That rule that suggests that the most recent aspect of one's life is given the greatest weight or value because it is the freshest in our memory. In reality, after 18 years of a lot of the same kind of stuff, this level of activity is really just something that we routinely take in stride as part of our organization and the Museum's ongoing development (read more about what's currently going on throughout this issue of the Rusted Plow). One thing is for sure. I have never worked with a group of people more devoted or more willing to share their knowledge, life experiences, skill and time than the members of the Howard County Antique Farm Machinery Club. Our organization continues to amaze those

who know us and highly impress those who meet us for the first time. Your commitment to this organization, this Museum and this community is remarkable. And those who have experienced the results of all your efforts are much the better for it. Thank you for all that you do.

Farm Heritage Days and Bull Blast

The 18th Annual Farm Heritage Days and 2nd Annual Bull Blast was a great success. The weather was perfect and everyone had a great time. Thank you to everyone who supported the program and the volunteers who did a fantastic job. We had cowboys and cowgirls, a Moon bounce, corn pit, wheat pit, face painting, crafts, petting zoo and pony rides for the kids, and a mechanical bull for kids of all ages. Our buildings were open and the docents answered many questions and heard many stories of people's childhood. A special Thank you goes out to the Girl Scouts from Troop 1899 who helped Laura O'Donnell in the One Room School House. One of the girls, Cassy Youshaw has been working on her Gold Award. She prepared a great brochure on the school house and a docent information packet to help others who work in the school house. The auction was well attended and many people got some good deals. Our cake auction has been incorporated into this auction. The cakes brought in a total of \$505. We have some great cake/pie bakers in the Club.

The Bull Blast was great! People who attended left with big smiles on their faces and telling us they are looking forward to next year.

This was the best Farm Heritage Days to date. We are looking forward to next year and thinking how we can make it better, yet.



Art Boone telling about "Life Before Electricity"

Farm Heritage School Days

Once again this year, we had a very successful School Days. The weather was perfect. We had a total of 5 schools and one Home School group for a total of 368 students. For those of you who haven't experienced this program, you are missing a very rewarding experience. Students go through 10 stations and learn about threshing wheat, beekeeping, corn shelling and grinding, blacksmithing, washing and ironing clothes before electricity, life before electricity, fodder chopping, broom making, butter making and rope making. The students have a great time and learned a lot. We have teachers telling us that this is their favorite field trip.

What's next?

Now that we are in October and head towards the end of the year, we are still working hard to get the information out to the public about the Living Farm Heritage Museum. The 3 Mile Haunted Hay Ride is in full speed ahead. We also have our "Kiddie Hay Rides" on October 19 and 26 from 1:00 until 4:00 p.m. This is a great time for the younger children. They get to ride out to the corn field where they walk through the field and while there we have non-scary characters there. The kids get treats and then a ride back to where they started and we have games for them to play and they receive more treats.

Then, on November 9th will be our annual Basket Bingo. It will take place in the Dining Hall of the Howard County Fairgrounds. Doors open

at 5:30 p.m. and the games begin at 7:00 p.m. If you would like to sponsor a basket or need tickets, contact Virginia Frank or go to our website – www.farmheritage.org.

For December, we will have our Holiday Open House on December 7 & 8, 14 & 15 from 12:00 p.m. until 4:00 p.m. We look forward to our holiday train garden and there will be tours of the buildings, as well. We will be looking for cookies from our members to serve to our guests.

Scout Projects

We have had many scouts do projects at the museum. Both Boy Scouts and Girls Scouts have been doing Eagle Scout and Gold Award projects.

Eagle Candidate Victor Torres worked on new Trail Head kiosks (bulletin board signs) at the Main Trail Heads. There is one across from the Bank Barn and one on Harless Lane and another one is at the “Thresherman’s Theater”. These kiosks have cork on them and are very useful for displaying trail maps, ticks and lime disease and rules of the Museum in general and specific to the trails, and other information.

Our Nature Trails are getting a lot of use. We added another 3 miles on the east side of Field View Lane. We have also had a Girl Scout, Katie Ogorzalek, Troop 1899, work on a Gold Award. She has placed Native American Stone signs along one of the many trails, to guide people through the trail. She also did a great brochure with all of the trails mapped out. You can pick up a brochure at any of the trail head kiosks. They are in the plastic containers on the kiosks. Want to go for a great walk? Visit our Nature Trail. Fall is a great time to visit.

Girl Scout, Cassy Youshaw, worked with Club Member, Laura O’Donnell, to prepare a brochure for the one room school house as well as information for docents to use in the school house. She also prepared a document to tell what it was like to spend a day in a one room school house.

McCracken House

Have you been in the McCracken House lately? The kitchen floor has been replaced and looks great. Many things have been added...wood burning stove, a kerosene stove, and the Hoosier style cabinet was moved there from the Hebb House. The room looks great. We now need an icebox. Anyone finding an icebox in good condition let us know.



One of the unique buggys in the Dairy Barn. Both of the axels turn.

Dairy Barn

Our volunteers worked very hard to rearrange things on the first and second floors of the Dairy Barn to include making space on the second floor to accommodate the model of a farm house that once stood off Rt. 144 (the Historic National Pike) just east of Lisbon that Club Member, Nick Holland, and friend spent a year building. Nick has put the house on display at the Howard County Fair’s Hands on History for the past few years and finally decided that he would like to have it on display at the Museum. Other displays were added to or changed. Another portion of the building, the Milking Parlor, has been renovated and many displays added to it. If you get the chance to see all of the changes, please take the time to do so.

Membership

Has your membership lapsed? Renew your Howard County Antique Farm Machinery Club membership to stay active and join in the building of this great Museum. Anyone wishing to join us may do so for \$15.00 per year or \$100 for a lifetime membership. How can you do it...at a meeting with cash or check, online by PayPal or credit card

www.farmheritage.org/Membership.htm or by mail to P.O. Box 335, West Friendship, MD 21794.



Club Member, Judy Singley, on the Toro Tractor

3-Mile Haunted Hay Ride

HAY RIDE OPEN to Public for FUNdraising:
Oct 19, 26, 2013, 7-10 p.m. (Lighting & Costume
Set-Up 3-5 p.m. Guest Haunters 5-11:30 p.m.
Shut-Down Scenes 11-11:45 p.m.)

HAY RIDE Tear-Down, Clean-Up, Re-Organize
& Store: Sunday-Wednesday October 27-30,
2013 10 a.m.-4 p.m.

The Hay Ride Planning Committee started 4 years ago to make our 5th Annual 3-Mile Haunted Hay Ride Fundraiser for the Howard County Living Farm Heritage Museum a really special event. We are a small family-friendly haunted event with a target market of 8-13 year-old students and their parents/grandparents. We fill a very special part of the haunted event market because most other haunted events are

geared for toddlers or older teens and young adults. 3-Mile Haunted Hay Ride is special because even our guest haunters are groups of students aged 8-13 who come out with their parents to help raise money for the farm museum as community service projects. It is mid-September as I write this, so I hope that I have included everyone who has contributed their time, skills, and dollars to make all new scenes to make U scream! If you have not yet ridden the hay ride, this year's is truly the best one yet! We have a completely different route this year, and lots of brand new scenes all of which were made possible because of the generous donations of items, time, and skills from people in 3 counties and 2 states!

Materials for our Dreadful Dinosaurs were donated by the John S. Wilson Lumber Company and by Sign-a-Rama Columbia, MD and by Craig, Laura, Hugh, & Jim O'Donnell, Bill & Betty Evans, Phil Greenstreet, Art Boone, and Sue Romanic. Three members of the Howard County Woodworkers Guild gave of their time and talent to design and build our dinosaurs: Bob Lewis, Ron Clements, and Rich McAllister. Painting & decorating the dinosaurs was done by Judy Singley, Becca Showalter, Matthew Saunders, Carlie Mazer, & Debbie Hoffman. A special thanks also goes out to the members of the Howard County Antique Farm Machinery Club who provided the first indoor work space the hay ride has ever had and who supplied and operated the heavy equipment needed for moving the dinosaurs into place: John Mihm & John Frank.

Thank you especially to the members of the 2013 Hay Ride Planning Committee who have been working since January to scare up even more good clean family fun for this year! In addition to the dinosaurs, the creative members of the planning committee dreamed up three completely new scenes for this year: Kreepy Krismas (donated by the Muldoon family), Zombie Cannibal Luau (donated & designed by the Connor family), & Scary Seniors (props courtesy of John LeBon & The Howard County Antique Farm Machinery Club. Hay ride planning meetings are open for anyone to attend, and our

November meeting is always dedicated to reviewing feedback received during our just-completed hay ride and beginning to brainstorm for the next year's event. This November is an excellent time to get involved because with this year's show we have successfully completed our first 5-year plan and will be designing our next 5-year plan. Special recognition is due to Judy Singley without whom I could not have gotten this event off the ground. Judy has worked non-stop on this event since 2009!

If you have any comments, questions, or concerns about this year's hay ride or spooky ideas for future hay rides, please attend our Hay Ride Feedback Meeting on November 20th 7:30-9:30 p.m. in the Costume Garage which is in front of the large white Dairy Barn on the south portion of the museum property (note this is the week before Thanksgiving and not our regular 4th Wed of the month meeting time!). In addition to discussing what went well and what we need to work on, we will be brainstorming our next 5-year plan to come up with 5 centerpiece themes that we will use to plan and market this event for the next 5 years. It is hard to believe that it was 4 years ago after the first haunted hay ride when a group of planning committee members sat down and came up with our Spooky Cemetery, Psycho Circus, Space Aliens, and Dinosaurs centerpiece themes. We tackled them in order of their degree of difficulty giving ourselves plenty of time to make each one happen. If you are creative and enjoy theatrical arts, then we would love to have you serve on the 2014 planning committee. We meet the fourth Wednesday of every month except November, when we move our feedback meeting to the week before Thanksgiving and December when we just take a well-earned break. We meet from 7:30 to 9:30 p.m. in the "Costume" aka 2-Bay Garage near the large white Dairy Barn on the south part of the Farm Museum property. Members of the 2013 Hay Ride Planning Committee are: Sue Romanic & John LeBon, Judy & Dwayne Singley, Matthew & Carl Saunders, Lauren & Will Connor, and Rich McAllister.

Thank you to Girl Scout Troop 1757 and 1133 who will be returning to haunt the hay ride again

this year. Haunting the hay ride is fun, but it is also a lot of hard work to be outside in the dark from 5:00 p.m. to 11:30 p.m. The young people who earn their community service hours haunting the hay ride are learning that fundraising and volunteering are great ways to stay active and involved at all stages of life, that it feels good to be a part of creating something for the greater good, that helping a non-profit makes good financial sense, that theatrical arts enrich our world, and so much more. We are so thankful for all of the students and their parents who have haunted the hay ride these first 5 years for us. Without you being willing to come out to serve, we would not even have a show! Did you know that when we did the first 3-Mile Haunted Hay Ride back in 2009 that the museum still had bumpy dusty dirt roads?! Groups of Boy Scouts, Girl Scouts, 4H, confirmation classes, and several parent-child duos have all helped the museum raise money to make some big improvements: Last year, we had space heaters in our costume garage, this year, we have a real furnace! All of our guest haunters have helped make these kinds of changes possible at the Howard County Living Farm Heritage Museum, and we could not be more grateful for your help.



entirely upon draft horses and mules to pull his wagons and plow his fields.

Initially, Dad wasn't especially partial to any one brand of tractor. Selection of a new John Deere to replace his horses and mules was due mostly to convenience. A small John Deere dealership was located in nearby Ellicott City, and Dad had become well acquainted with the owners over time. He often stopped by just to chat with them. And that's how a new green and yellow tractor eventually made its way to our farm, and became the focus of this story.

Dad's first tractor had a streamlined, stylish appearance. Prior to the late 1930's, most farm tractors were plain, even crude, in appearance. They were marketed simply on the basis of their power, versatility, dependability and economy.

Appearance was not an important factor. But then, in the late 1930's, tractor makers discovered another important quality heretofore ignored – styling. Good styling gave tractors a much more pleasing appearance.

In the case of John Deere, company executives asserted that in addition to a tractor's many other positive attributes, a well-engineered product should also look good. Industry-wide, it was agreed that a pleasing appearance implied quality. Thus, the well-recognized and highly respected New York industrial design firm of Henry Dreyfus was retained by Deere executives to "spruce up" their tractors' appearance. The charge given to Dreyfus was to stylize John Deere tractors in such a way as to create a pleasing association between esthetics and performance.

The first results of Dreyfus' efforts appeared in 1938 with the stylization of the popular model "A" and "B" tractors. Purchased from the Ramsburg Supply Company, Dad learned that his new model "B" was the first stylized John Deere row-crop tractor to be sold in our part of Howard County. The Ramsburg brothers, Alva and Lee, vigorously encouraged Dad to buy that tractor. They offered him an attractive price, one that they said was very close to their actual cost, about \$685 (or about \$11,000 in today's dollars). They argued that Dad's purchase of this tractor would help them

to introduce this new kind of tractor to our Howard County neighbors. They hoped that its visibility on our farm would encourage more sales in our neighborhood. Surprisingly, it did seem to work. The Ramsburg Brothers at that time sold feed (Beacon brand) and other farm supplies out of a small frame building next to the huge Doughnut Corporation (later Wilkens-Rogers) flour mill in Ellicott City. It was located just across the Patapsco River in Baltimore County. The original Ramsburg store buildings are now long gone. Years after the Ramsburgs vacated them, they were destroyed in one of the infrequent, but devastating, Patapsco River floods (Hurricane Agnes, June, 1972). The original store site is now used by the flour mill as a parking lot for trucks.

Fortunately, long before the Ramsburgs' original building was destroyed, they moved their business out of Ellicott City and over to the new US Route 40, just west of the current Home Depot and Giant Food stores. On a corner of the Ramsburg family dairy farm (Chatham), they built a much larger, more modern, structure to house their dealership.

That building is now occupied by several unrelated small businesses (e.g., Boston Market, one of many fast food franchises in that area). The Ramsburgs continued to sell John Deere farm equipment, and later, GMC trucks, from this location. Dad patronized the Ramsburg dealership for many years. The business was eventually turned over to one of their associates, C. Merritt Pumphrey, who operated it in partnership with Everette Ramsburg,

Lee Ramsburg's son. The partners kept the dealership active for several more years before finally dissolving it in the early 1960's. Before Dad purchased his first tractor, he had never more than just casually mentioned to the Ramsburgs that he might someday be interested in acquiring a tractor. These conversations took place during some of his frequent visits to the Ramsburgs' small original store. Being good salesmen, that was all the encouragement that they needed. Subsequently, one day in early 1940, the brothers encouraged Dad to accompany them out to their storage shed where

they had just parked a brand new green and yellow tri-cycle configured model "B" tractor. This tractor was one of the very first Dreyfus-styled models. Like many farm tractors of that era, it was a "bare bones" model. There were no options such as electric starting, lights or hydraulics. Most other make tractors of that era were started manually with a hand crank. But John Deere, because of its uniquely oriented horizontal two-cylinder engine with its crankshaft positioned parallel to and slightly forward of the rear axle, was cranked by manually spinning a heavy solid cast iron flywheel. According to Dad's recollection of the event, after listing some of the tractor's main selling points, one of the Ramsburg brothers slowly turned the tractors heavy cast iron flywheel, and started the engine.

They wanted Dad to hear how it sounded. With only two cylinders, the unique exhaust sounds coming from that engine were unlike anything that Dad had ever heard before in his life. His first impression was that there just had to be something terribly wrong with that new tractor. The engine sounded as though it was misfiring – and very badly, at that!

The Ramsburgs were not at all surprised by Dad's reaction. They had witnessed this kind of response before, so they just smiled and enjoyed Dad's obvious discomfort. Eventually though, having fully anticipated his puzzled reaction, and now enjoying his concern about the tractor, they assured him that all was well. The unusual engine sounds were normal. Finally, perhaps with some apprehension, Dad agreed to try out that new John Deere tractor on our farm. But just to be safe, he let it be known to all those present, as he strode purposefully back to his truck, that he was most definitely not going to get rid of his horses and mules just yet.

The model "B" was delivered to the farm a few days later while Dad was off delivering produce on his Catonsville market route. The tractor was unloaded on the steep bank of a diversion terrace near the barn. The Ramsburgs returned a few days later to show Dad how to care for and operate this strange sounding new contraption. From then on though, it was mostly up to Dad to

learn the finer points of operating and maintaining his new tractor, the tractor that finally did replace his horses and mules.

This early stylized John Deere "B" was a 1939 model. It was unique in several respects. It was an All-Fuel model, so was equipped with dual fuel tanks. There was a small 1-gallon tank for gasoline and a larger 136-gallon tank for either kerosene or distillate (often referred to as tractor fuel). Distillate ranked about two steps above kerosene in the distillation process and was made especially for some of these early internal combustion engines. It was promoted during that era as being a more economical fuel than gasoline.

There was a small lever on the dash with three marked positions. This lever allowed switching fuel flow from one tank to the other, or to turn the fuel off entirely. This arrangement was for starting the engine on gasoline, the more volatile and expensive fuel of the two. Then, once warmed up, the fuel flow could be switched to the larger tank enabling the engine to run on the cheaper, more economical, kerosene or distillate. This unique valve system was why the tractor was identified as a, now rare, "All-Fuel" model. Although, made to run on the cheaper fuel, we never burned kerosene or distillate in our tractor since those fuels did not deliver as much power as gasoline. Another reason was that the exhaust could leave a greasy black carbon residue on the tractor's hood (and the operator for that matter). For us 3 though, the smaller tank served as an excellent reserve gasoline tank. If the larger main tank ran empty, the smaller tank was a handy reserve. The small tank held enough fuel to run the tractor back to the barn for refueling. This was an important feature since running out of gas often seemed to happen in the field farthest from home. Dad's early model "B" tractor boasted a modest four-speed transmission. But, many farm tractors of that era had only two or three speeds. So, a four speed transmission at that time seemed to be almost excessive. The "B's" basic transmission had two speeds forward and one in reverse. To gain the 3rd and 4th gears forward, there was a high/low range. By shifting between high and low range,

low gear became 3rd and 2nd gear became 4th. Fortunately, there was only one reverse gear, and that was always in low range. The transmission was automatically shifted into low range whenever the reverse gear was selected. There was no need for a high speed reverse. And it would have been quite dangerous had there actually been one available.

At full throttle (1150 rpm) in 4th gear, the “B” could move along at a “blazing” road speed of up to 5 mph. Eventually, this slow road speed became a major disadvantage when our farming operation expanded and we needed to move between fields on different farms. On 1941 and later model “B’s”, two additional gears, 5th and 6th, were added which provided two faster and very useful transport speeds – 5. and 10 mph. Unfortunately, because of WW II restrictions, many of these tractors were also equipped with steel wheels which made the higher speed road gears useless, even dangerous, until rubber tires became more available.

To reduce the effort required to manually turn the flywheel when “cranking” the engine, there were two petcocks (or valves) that could be opened to reduce compression. This made it easier to turn the flywheel. On the earliest tractors, the petcocks were easily accessible, located outside the tractor’s frame and beside each sparkplug. In later models, they were moved out-of-sight to the underside of the engine. After electric starters became standard, the two petcocks were eliminated. Once the engine started, the open petcocks were manually closed. Care was needed to prevent the hot exhaust gases from burning our fingers. After being “burnt” a few times, we learned how to safely close the petcocks which ended the loud “hissing” sounds created by the open petcocks as they released the hot exhaust gasses. Another interesting feature of these early John Deere tractors was that although the engine was water-cooled, there was no water pump to circulate the coolant. Water flowed naturally by thermo syphon from the hot engine to the radiator for cooling, then back to the engine. Heated water flowed to the top of the radiator forcing the cooled water to the bottom and then

back to the hot engine.

This simple natural cycle required no water pump. When copper and brass radiators became scarce during World War II, less efficient steel radiator cores were substituted. Later, with higher compression engines that developed more heat, these tractors were equipped with a more efficient water pump-assisted, pressurized cooling system.

In addition to not being equipped with an electric starter, our first tractor also came without lights or hydraulics. The tractor’s usefulness was limited entirely to its drawbar and belt pulley. It could pull implements such as plows, mowers, manure spreaders, wagons, etc. It was equipped with rubber tires (9:00 x 38 rears), heavy cast iron rear wheels, and a rear power-take-off (PTO). But when Dad first purchased that tractor, he could not use either the PTO or the belt pulley. He simply did not have any implements that could take advantage of these alternate ways that the tractor could deliver power.

This deficiency was overcome as time passed. Soon after accepting delivery of the tractor, Dad purchased a set of two-row mounted cultivators for “plowing” corn. Since the tractor had no hydraulics, the cultivators were raised and lowered manually. This task was daunting for anyone shy on upper body strength. Raising the cultivators was accomplished by working a long spring-loaded “master” lever. Significant arm strength was required which could quickly tire the operator after just a few hours of cultivating. After struggling with this rather primitive manual lift for a season or two, Dad had the dealership install a modern, “cutting edge”, hydraulic rockshaft option. If fit onto the rear of the tractor and henceforth, hydraulic power assumed this heavy lifting chore.

The rockshaft, working through the action of a small mechanically activated hydraulic piston, was attached to the tractor’s main gear housing just behind the tractor’s small foot platform and directly beneath the metal seat. To raise and lower the cultivators, the operator depressed the two foot pedals located on the foot platform under the spring-loaded metal pan-type

operator's seat. With the acquisition of this modern improvement, then even I, a young pre-teen kid, had enough strength (and weight) to raise and lower the cultivators and subsequently was capable of "plowing" corn "effortlessly" for many hours without tiring (as much). Since I was fairly young and not fully grown at the time, it did require that I jump forcefully with all of my weight on both of the connected foot pedals simultaneously to activate the rockshaft. (There was a fairly strong spring tension that had to be overcome in order to successfully activate the lift mechanism.) I expect that Dad might have had my brother and me in mind when he decided to invest in the engine powered hydraulic rockshaft. When Dad brought home a packet of illustrated literature that clearly showed how this fascinating new hydraulic lift mechanism worked, I spent many hours pouring over it, trying to learn as much as I could about how it functioned. Then, I did my best trying to explain the modern principle of tractor hydraulics to my aging and doubting 90-plus year-old Grandpop Bandel. Thus began my early interest in John Deere two cylinder tractors and their associated implements. Dad's first tractor remained in the family until 1951 when he replaced it with a brand new, more modern version of his original model "B". Starting a trend, several more new green and yellow tractors found a home on our farm over the years. The end of the line occurred on our farm in the spring of 1960 when Dad purchased a model "530", the last descendant of that venerable old model "B". That tough old tractor is mostly retired now, but is still in our family. Now more than 50 years old, it still looks as new as the day it first arrived on our farm.

To this day, I remain fascinated by these vintage machines and by the unique sounds made by their two-cylinder engines. In spite of what some skeptics claim, once accustomed to their onetime well known exhaust cadence, their reliable, familiar two cylinder sounds can impart a reassuring, yes, even comforting, impression on one's inner peace. Because these matchless old two-cylinder tractors are no longer manufactured, their legacy stems entirely from an earlier era. It's sad that, with the exception of

an occasional exposure to some of the remaining well-maintained or restored John Deere two-cylinder models, future generations will miss out on routinely hearing those once everyday, unique, two-cylinder sounds from the past.

Friendly Reminder

Makenna Covert is now walking and very active. One of her favorite activities is playing outside. We also frequently take walks around the museum property. Please use caution and reduce speed on the museum roads as you never know when we may be walking. Thank you, Morgan, Guy and Makenna Covert, residents of the Stone House.

McCracken House Wish List

Science in the Kitchen., by Mrs. E. E. Kellogg 1863 can be found: <http://www.gutenberg.org/files/12238/12238-h/12238->

"The kitchen is a chemical laboratory, in which are conducted a number of chemical processes by which our food is converted from its crudest state to condition more suitable for digestion and nutrition, and made more agreeable to the palate.—Prof. Matthew Williams."

"There should be ample space for tables, chairs; range, sink, and cupboards, yet the room should not be so large as to necessitate too many steps."

The author dictates, every kitchen should be provided with:

* SLATE with SPONGE and PENCIL attached, on one side of which the market orders and other memoranda may be jotted down, and on the other the bills of fare for the day or week'

* CLOCK, non-electric: No kitchen can be regarded as well-furnished without a good timepiece as an aid to punctuality and economy of time. [the Master Bedroom needs an alarm clock and the Parlor would be a good place for another]

* SHELVING: It may be also an advantage to arrange small shelves about and above the range, on which may be kept various articles necessary for cooking purposes.

* ICE BOX, non-electric :-) [does anyone have an ice box for the kitchen?]

* DRY SINK, no running water One of the most indispensable articles of furnishing for a well-appointed kitchen, is a sink... Iron is very serviceable, but corrodes, and if painted or enameled, this soon wears off. Wood is objectionable from a sanitary standpoint. A sink made of wood lined with copper answers well for a long time if properly cared for.

What's New on the Nature Trail By Katie Ogorzalek

I have been working on my Gold Award for Girl Scouts. When thinking of a project, I knew I wanted to do something that involved nature. When I was at the Farm Museum, I saw the Nature Trail needed some additions. My advisor, Virginia Frank, suggested I put down Native American stone signs to help inform people of traditions from the first woodland walkers, and how they got from one place to another using trail markers.

As you walk along the Native American Trail, you are able to see these stone markers along the edges of the trail. They are located whenever the trail has an intersection or where the trail forks into two pathways. If you follow the stone signs, you will stay on the Native American Trail.

I have also created a Nature Trail brochure for the Native American Trail. You can pick up a copy at the start of the trail, either at the parking lot or at the One Room School House. There is a new brochure holder attached to the display board. On the brochure you will find a map of the trail system, with the Native American Trail noted. Also, you can read about the numbered descriptive signs currently on the trail. The signs describe the elements of nature around the trail and its importance.



This is one of the stone signs along the trail. It has 5 – 7 stones in the center, and 3 – 4 rocks on both sides.

Advices from An Old Farmer

Your fences need to be horse-high, pig-tight and bull-strong.

Life is simpler when you plow around the stump.

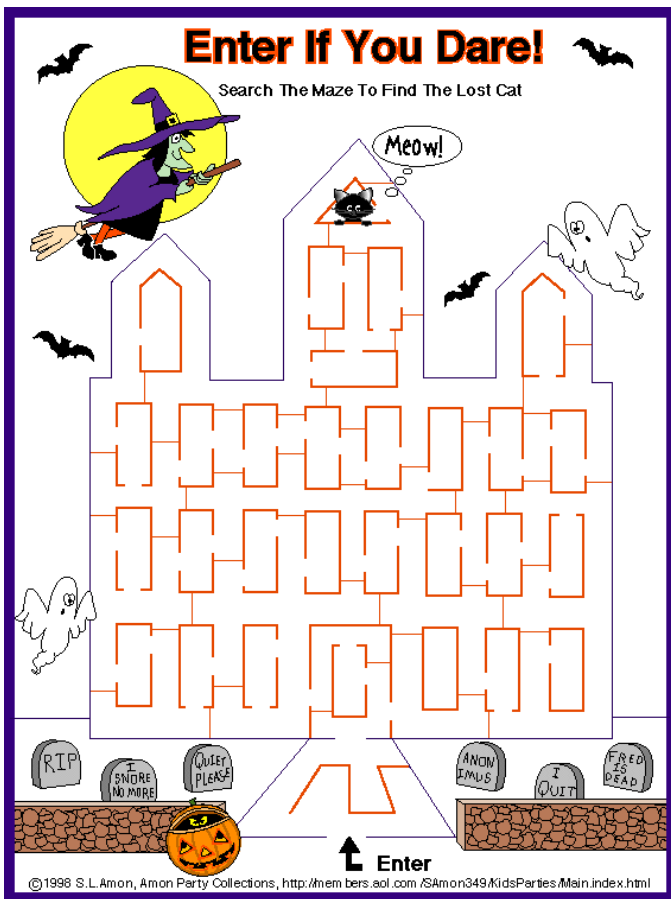
A bumble bee is considerably faster than a John Deere tractor.

Words that soak into your ears are whispered...
not yelled.

Meanness don't jes' happen overnight.

Forgive your enemies; it messes up their heads.

Do not corner something that you know is meaner than you.



The Club's Website

Don't forget to check out the Club's website – www.farmheritage.org. See for yourself what increasing numbers of visitors are checking out. Read The Rusted Plow online. While there, if you find that something should be added or revised, please contact, or send a note, to any of the officers, or send an e-mail to the site's webmaster, Jenny Frecker, at jenny_frecker@yahoo.com. NOTE: there is an underline (_) between "jenny" and "frecker".

Got Internet Access?

Why Not Receive The Rusted Plow Electronically?

If you have a computer with access to the internet, then why not help the Howard County Antique Farm Machinery Club save "a bundle" of money on the cost of postage and paper by choosing to receive The Rusted Plow electronically? Just go to the Club's website, www.farmheritage.org and access the current, or even past issues. It's quick, easy, economical, and sometimes even in color. The electronic version also makes it easy for you to copy, print, and save certain articles, even the entire newsletter if you so choose. Why not give it a try? Also, if you would prefer to receive your monthly meeting reminders by the much more economical email route, then please inform Virginia Frank at JSRSTAR@comcast.net. Simply indicate in a short e-mail message that you prefer to receive your future meeting notices AND The Rusted Plow now by email. It's easy, efficient, "green", and you will be making a significant positive contribution to the Club's finances.

THANKSGIVING: Thursday, November 28

Thanksgiving Day has been an annual holiday in the United States since 1863. The turkey is one of the most famous birds in North America. In fact, Benjamin Franklin wanted to make the wild turkey, not the Bald Eagle, the national bird of the United States!

ALBUQUERQUE TURKEY SONG

(Sung to tune of: My Darlin Clementine)

Albuquerque is a turkey
 And he's feathered and he's fine...
 And he wobbles and he gobbles
 And he's absolutely mine!
 He's the best pet you can get yet
 Better than a dog or cat
 He's my Albuquerque turkey
 And I'm awfully proud of that!
 And my Albuquerque turkey
 Is so happy in his bed-
 'Cause for our Thanks-giving Dinner...
 We have spaghetti innnnn-stead

Club Officers, Board of Directors
and Committee Chairpersons

The names of club officers and their telephone numbers can be found under the masthead of The Rusted Plow. Current members of the Board of Directors and Committee Chairpersons are as follows:

Board of Directors:

- Art Boone 410-531-2644
- Dick Claycomb 410-549-2171
- Phil Greenstreet 410-489-0403
- Walt Toney 301-854-6398
- John Mihm 410-489-7704
- Chris Feaga 410-531-3307

Club committees and chairpersons:

Technology/Web Site

Jennifer Frecker.(contact her by e-mail at jenny_frecker@yahoo.com) (NOTE: There is an underline (_) between “jenny” and “frecker”.)

Hebb House

Virginia Frank 410-531-2569

Site Development & Layout

Bank Barn

David Haugh 410-489-4728.

Main Display Building

Phil Greenstreet 410-489-0403.

Storage and Outbuildings

John Mihm 410-489-7704 and

Dick Claycomb 410-549-2171

Sunshine

Dorothy Frank 410-531-5555

(Notify Dorothy regarding the need for cards in the event of sickness, death, birth, etc.).

Asset Management

Activities

Art Boone 410-531-2644.

Membership Secretary

Judy Singley 301-596-9723 or

wood_sing@verizon.net. (NOTE:

There is an underline (_) between “wood” and “sing”.)

3-Mile Haunted Hay Ride

Sue Romanic 410-995-0435 or

sueromanic@gmail.com

Rusted Plow Editor

Morgan Covert 540-818-6842 or

morgan.covert@gmail.com

As you can see we have several committees that need a chairperson. If you are interested or have questions about the committee contact John Frank.

For the betterment of the goals of our organization, your club leaders would welcome any helpful ideas, your constructive suggestions, and especially, your active participation. Please feel free to contact them.

A New Addition to the Museum

There is a new addition to the Museum. A wooden tractor and wagon, complete with slide and ladders, has been added to the play area near the campsite. We know that this will be an enjoyable addition to the Museum for the young people who visit us.





P.O. Box 335
West Friendship, MD 21794