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IHC Was A Major Supplier Of WWII Equipment

When the United States entered WWII in December 1941, the International Harvester Company quickly pivoted from making tractors and farm implements to supplying wartime equipment. Within three years, the company's 66,000 employees were building 30 different truck models, cargo vehicles, heavy-duty fuel haulers, ambulances, military track tractors and tanks. Harvester was one of the largest suppliers of war goods to the military, including blood bank refrigerators, torpedoes, high-speed guns, ice chests, gears, bearings and ammunition.

A website, produced and regularly updated by David Jackson, is dedicated to IHC's wartime involvement. Numerous photos and statistics document when and where equipment was manufactured. It shows the company building 244,000 military vehicles over four years in Springfield, Ohio. More than 115,000 were built in Fort Wayne, Ind. Torpedoes, tractors, bulldozers, cannon shells, recoil springs and screw machine parts were made in Chicago. Truck engines and anti-aircraft gun mounts were produced in Indianapolis, and anti-tank guns in St. Paul, Minn. Other parts and equipment were produced at the Milwaukee Works plant in Wisconsin. The company also produced more than 13,000 half-tracks and nearly 10,000 caterpillars and bulldozers. Most plants balanced their military production with civilian vehicles needed across the U.S.

Unlike today's vehicles with clever names, IHC wartime trucks were identified by letters and numbers. The M-1-4 signified M for military, 1 for a 1,000-lb. payload, and 4 for 4-WD. The payload designation was for off-road use. On paved roads, payloads could be doubled. The versatile M-1-4 was used for cargo and as an ambulance. The M-2-4 version added a winch and electronics with radio suppression.

Jim Allen, who, along with John Glancy,

has written extensively about IHC vehicles, says the company manufactured and sold militarized civilian trucks to the U.S. government and later became the Navy's primary truck supplier. Allen's Marine veteran friend owns a restored M-2-4 that was in "active duty" at Camp Pendleton, Calif. In its current condition, the truck retains many of its original military markings.

IHC also produced many larger trucks, including the M-3L-4, M-3H-4, and M-5-6 models. These were used as wreckers, cargo haulers, refuelers and dump trucks. In addition to U.S. military use, IHC trucks were an important part of the Lend-Lease program to other Allied countries.

Contact: FARM SHOW Followup, David D. Jackson (www.usautoindustryworldwartwo.com/internationalharvester.htm) or Jim Allen (www.octanepress.com/content/scout-lost-chapter-part-8-ihc-war).



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Auger makes it possible to unload a truck remotely from the cab or to control it directly using an exterior joystick.

Battery-Powered Smart Auger Prototype

Battery-powered electric drive is here to stay across all types of vehicles and a range of agricultural equipment.

Recently, AGI unveiled its prototype E-UTX Smart Auger at the 2025 Ag in Motion farm show in Langham, Saskatchewan. The high-tech, battery-powered auger is the result of a partnership between AGI and California-based Monarch Tractors, focused on incorporating farmer feedback to improve operational safety and efficiency. Monarch supplies the battery technology, while AGI developed the auger.

Monarch recognizes AGI as the auger experts but wants to bring its own expertise in software platforms to the partnership. They've added new features and are helping bring the prototype to market as quickly as possible.

For AGI, the new E-UTX offers more than an electric auger option. It's the prototype that delivers an alternative drive system, addresses safety concerns, and incorporates other advanced precision-technology features.

The Smart auger lets you unload a truck remotely from the cab or control it directly with an exterior joystick. A digital screen can

be used to enter safety and control parameters and to display a camera image.

The unique auger also features a "human detection field" that shuts it down if someone gets too close.

GPS information is stored to display bin specifications and farmyard features, improving operator safety when moving the auger between locations. An onboard system tracks material quantities to keep the operator informed and support management decisions.

The battery pack powers the auger for about 4 hrs. and can be recharged when power is available. In areas without power, it can also run other tools or systems. The model shown at Ag in Motion was a pre-production prototype; AGI plans to start production of the E-UTX in 2026.

An AGI spokesperson explains that final specifications may change based on feedback from farmers. Interested parties are encouraged to visit the AGI dealer locator page for more information.

Contact: FARM SHOW Followup, Ag Growth International, 198 Commerce Dr., Winnipeg, Manitoba, Canada R3P 0Z6 (www.aggrowth.com).



"I removed the hand crank and fabricated a drive shaft from old steel nuts," Froemming says.

Homemade Meat Grinder

Mark Froemming automated his meat grinder using an old garage door opener.

"No safety features, just common sense," says Froemming.

The idea came from grinding meat by hand every year and from looking at store-bought electric grinders, without being able to justify the cost of one given how little it would be used.

Froemming welded legs to the original garage door opener base and welded a holder to clamp on the hand meat grinder.

"My grinder is an old store-bought hand grinder that my grandpa used back in the

day. I removed the hand crank and fabricated a drive shaft from old steel nuts. One end connects to the motor shaft with two set screws; the other end attaches with a cross pin for easy removal.

"My cost was the time it took me to find all the pieces I could repurpose from junk I collected. The hand grinder has been used for at least 20 years, and the only things I had to replace were the meat auger and blade because a wooden spoon got sucked in when I was poking at the meat," says Froemming.

Contact: FARM SHOW Followup, Mark Froemming (dwdguns@gmail.com).