

Restored windmill prior to being mounted on its tower.



Rare Windmill Featured Welded Gear Case

When Terry Jantzen came across a Norton All Steel Windmill, it was the end of a search and the beginning of a major challenge. Jantzen collects windmills manufactured in Kansas and had heard of the Norton. For several years, he was unable to find one or even learn much about the company.

In 2009, he saw the name on the tail vane on a trailer at the International Windmill's Trade Fair (IWTF) in El Dorado, Kan. Dave Johnson, Fort Morgan, Colo., had rescued the windmill from a hedge row in Norton County, where it had been built. The windmill had a bent main shaft, two broken pitman arms and a fractured large gear. The gearbox sheet metal hood and two blade sections were missing. However, what mattered to Jantzen was the windmill's construction.

The All Steel referred to the gearbox.

Traditionally, gearboxes had been cast iron with sheet metal hoods. The Norton, with its arc-welded, 3/16-in. thick steel plates and patented self-oiling system, was a less costly alternative. Norton Manufacturing began making the windmills around 1933 and continued until 1940. While the factory largely shifted over to war materials, parts for the windmill continued to be made until 1957.

This past spring, Jantzen shared his story in an article by Christopher Gillis in the Windmillers' Gazette. While Jantzen had found his long sought-after windmill, he still had no luck finding trade literature or other reference material.

"The biggest challenge was replacing the broken parts," says Jantzen.

He started the restoration by cutting up and removing the bent shaft. That revealed

the need to replace three Hyatt bearings. He turned to a local machine shop to make a replacement gear shaft and main shaft using the pieces for a pattern.

To get replacements for the cast pitman arms and gear, Jantzen contacted Johnson, who operates a small foundry in Fort Morgan, Colo.

Jantzen welded the broken pitman arms together to serve as a pattern for Johnson, who also poured a replacement for the fractured large gear.

Windmill restorer Patrick Hunt of Findlay, Ohio, fabricated the missing blade sections. Jantzen notes that specialists like Hunt and Johnson and the entire windmill collector community are terrific resources for restorations.

"Windmill collectors are very good about loaning parts for use as patterns for recasting or fabricating," he says.

Jantzen riveted modern brake lining material to the original windmill brake band and had a replacement hood for the windmill made at a local HVAC shop. He had traced a hood on a Norton All Steel on display at a museum in Alma, Kan. At the time, he noted it had several non-Norton parts.

After final assembly, Jantzen mounted the windmill on a short tower made from previously salvaged, 2-in. windmill tower angle iron. By 2011, it was ready for exhibiting at that year's IWTF.

Jantzen believes he may own the only completely restored Norton All Steel



Fully restored mill with recast parts connected to the wheel.

windmill. "If anyone knows of more, I would love to know about them," he told Gillis.

Jantzen encourages FARM SHOW readers interested in windmills or restoring one to attend the traveling IWTF. The 2025 and 2026 trade fairs will be held in Texas, but previous ones have been as far north as Manitoba and east to Indiana. The 2024 event was held in Pipestone, Minn. Information can be found on the IWTF Facebook page and at www.vintagewindmillforum.com.

Jantzen admits to more than a few parts already. "I have a dozen fully restored windmills and, according to my wife, perhaps 100 in various states of repair," he says with a laugh. "I have plenty to work on and keep me out of trouble."

Contact: FARM SHOW Followup, Terry Jantzen, 38 18th Ave., Moundridge, Kan. 67107 (ph 620-386-0716; trwindmill@mtelco.net).

Ohio Museum Houses Rare Vehicle Collection

Mark Radtke says that the 1908 Schacht high-wheeler he and his partner Ron Miller restored is one of many unique vehicles in their Salty Dog Museum. When Radtke acquired the vehicle, it was "basically a relic, with broken parts and an engine that didn't run." The condition didn't deter them because, for the past 12 years, he and Miller have restored more than 60 other vehicles.

"I bought the Schacht from a guy I met at the Hershey, Penn., auto show a few years ago," Radtke says. "He advertised it on eBay, and since the Schacht was made in Cincinnati, which is where we're from, we absolutely had to own it. The little 10-hp. engine needed a camshaft, pistons, borings, you name it. We basically started from scratch and might've put close to \$10,000 in time and materials into rebuilding it." They also rebuilt the frame, operator station, carriage wheels, seat and the shiny brass radiator.

"It probably took us 9 months for the complete restore, and like all our vehicles, it's in mint condition, and we can drive it at shows or in parades," Radtke says.

"The Schachts were very popular for a few years because they were practical and efficient," Radtke says. "They cost about \$650 new, and now our completely restored model is worth about \$25,000." The Schacht company also built a touring car and a "three purpose car" that was a convertible, a family car or a delivery wagon. Schacht built about 9,000 vehicles over 10 years. One specially built Schacht was entered in the 1912 Indy 500, powered by a Wisconsin engine. It finished 5th. The following year, another one was entered and dropped out when the crankcase failed. The company merged several times with other companies and eventually built trucks and fire trucks until 1938.

The Schacht joins what Radtke and Miller call other rare and oddball vehicles in their Salty Dog Museum. Radtke says they own a 1902 Holman High-Wheeler, possibly the only drivable one in the U.S. It has a 2-cyl.



Salty Dog Museum near Shandon, Ohio, showcases over 40 restored antique vehicles, including old pickups, autos and high-wheelers.

air-cooled engine.

Their 1911 Maxwell 2-cyl. water-cooled runabout is similar to a four-passenger model owned by Jack Benny. A 1911 Sears was located in a barn just 6 miles from the museum and is now completely restored. Other rare vehicles include a 1932 Ford Model B in original condition and a 1929 Model A Roadster. Their volunteer staff is currently restoring a 1932 Chrysler Roadster with a rumble seat.

"We generally restore all our vehicles 'from the ground up.' Ron Miller's Machine Shop rebuilds engines, and we contract out the painting, plating, gold leaf lettering and pin striping. It's a worthwhile enterprise because we're preserving history one car at a time," Radtke says.

Contact: FARM SHOW Followup, Mark Radtke, Salty Dog Museum, 4985 Cincinnati Brookville Rd., Shandon, Ohio 45063 (www.saltydogmuseum.com).

Press Upgrades Keep Cider Flowing

A 40-year-old Garden Way cider press has seen its share of upgrades. Norman Sieting bought it as a kit and has been improving it ever since. The kit included the pressing drum and the hardware. Sieting supplied the wood and assembly. It didn't take long before he saw a needed change. When he lowered the press plate, it would hit the grinder.

"The grinder was bolted to the back of the cider press frame," recalls Sieting. "I remounted it so I could remove two wing nuts and take it off. It got it out of the way and made it easy to clean."

He turned the hand crank on the apple crusher for several years before deciding it was too much work. He decided to motorize it.

"I put a bronze bearing and a pulley on the shaft and supported the bearing by mounting it to the grinder," says Sieting. "Mounting the pulley next to the bearing kept all the pressure on the bearing. Then I ran a belt to a pulley on a motor from my wife's first washing machine."

As usual with Sieting, who has had multiple stories in FARM SHOW, it wasn't quite that simple. The motor was mounted to a flat plate, which was in turn mounted to a short length of pipe. The pipe rides vertically in a slightly larger pipe that is mounted to the press frame and held in place with a set screw.

"I can slide the pipe attached to the motor down to put tension on the belt or up to remove the belt," says Sieting.

Motorizing the crusher led to adding a 6-in. extension to the grinder's hopper. Apple fragments flew out of the 5 by 6-in. hopper as apples hit the faster rotating crushing teeth. The faster crushing speeds also concerned Carol, Sieting's wife.

"We have a lot of kids come to see the cider press work," says Carol. "The hopper wasn't very high, and I worried about kids' fingers getting too close to the grinder. The hopper extension was a good change."



Cider press with motorized grinder, hopper extension and mesh cone-shaped screen.

While the frame and main components are unchanged, pressing out hundreds, if not thousands, of gallons of cider has had an effect. "The bottom of the pressing pan was curling in with the pressure, so I put a 1 1/2-in. steel band around the bottom to reinforce it," says Sieting. "I also added wire mesh strainers to the process."

Initially, Sieting and his wife used cheesecloth to strain the cider. At the time, Sieting worked for a company that made wire mesh filters for aircraft. He decided to line the pressing tub with No. 40 mesh and used a slightly smaller one for the final screening.

"I made a cone-shaped screen to set in a dishpan underneath the pressing pan," says Sieting. "It keeps out any impurities or small bits of apple. We know it's clean when we pour the cider into jugs."

Contact: FARM SHOW Followup, Norman Sieting, 6112 Walker Rd. NW, Rapid City, Mich. 49676 (ph 231-564-1031; normansieting@gmail.com).