

Minneapolis-Moline built the 50 series tractors from May 1969 through March 1972 in G1350, G1050 and G950 versions with a total of 2,154 being produced during that time. There were also Oliver versions (2155, 2055 and 1865 respectively) included in these totals.

The MM 50 series tractors were available in several special paint schemes over their production run. Yellow was the regular production color but there were also red/white/black and red/white/blue versions produced. Red/white/black versions are identified in the production ledgers for G1050 in 1969 only and typically have chrome air cleaner tubes, fender grab handles and throttle levers. Red/white/blue versions are not identified in the production ledgers and had blue stripes and decals along with special star decals on the fenders. Since red/white/blue and some red/white/black versions were not specifically identified it is unknown exactly how many were produced.



The front grill design was changed during the production run from a fiberglass "bubble nose" with "WHITE" in the nose and vertical bars to a cast



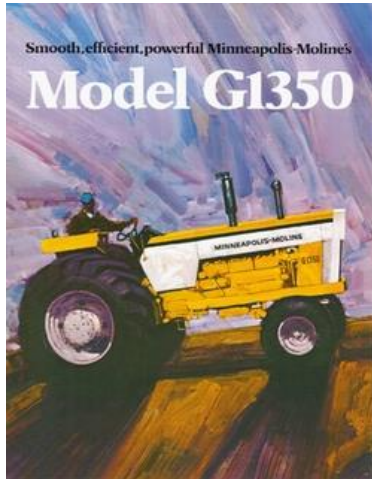
iron flat grill design with "MM" at the top and vertical bars. Repair catalogs and microfiche do not indicate exactly when this happened. Based on real units today it appears it may have happened in September 1971 when the production catalog number was changed for all the 50 series tractors. It was a gradual phase in for some models as both the early and later catalog numbers were being built at the same time so an exact cutoff point can not be established. The fiberglass nose Oliver tractors



also said "WHITE" in their upper grill with vertical bars where as the later cast flat grill version had an Oliver shield badge in place of the "MM" at the top and crossbar grill with 6 openings.



Production records are not clear exactly how many Oliver versions were produced as only the early fiberglass nose tractors are called out specifically as Olivers. Several original flat grill Olivers exist today that are not called out in the production records. Based on analysis of the specific order numbers listed in the production ledgers it appears there were more built than specifically called out as Olivers. Oliver versions of the 50 series had the same "65" order number prefix in 1971 and early 1972 with a "WMISA" order code showing up in late 1972 production.



The first G1350 production unit was LP 45300001 built 5/2/69. The first 5 G1350 LP were wheatland models built with G1000 sheet metal. After these first 5 tractors, regular production did not start again until 11/13/69 with G1350 LP Row Crop 43200001. G1350 diesel production started 1/15/70 with 43300001 through 43300003 built that day. Diesel production did not resume again until 9/16/70. The last LP was built 3/29/72 and the last diesel 3/30/72.

There were 108 G1350 LP row crop produced (not including the first 5 Wheatland LP models). The 504B-6 engine at 156 engine hp @ 2200 rpm and 135 PTO hp @ 1800 rpm used in the 1350 was the same engine used in the A4T-1600 and later G1355. Standard equipment included: 2-speed ampli-torc, planetary final drives, closed center hydraulics with 3pt, heavy duty adjustable front axle, 18.4-38 and 7.50-16 tires and open platform with fenders. Available factory installed options on the G1350 LP included: several tire sizes, 3-speed ampli-torc, deluxe road king seat, 540/1000 and 1000 rpm PTO, cab, "I" beam front axle, power adjust rear rims and type G hydraulics in place of 3pt.

Production records indicate 2 Oliver 2155 LP were produced in 1971. These units should have the fiberglass "WHITE" nose based on their production dates. From the production ledger order codes it appears there were 5 more 2155 LP produced in 1972. This would indicate a total of 7 Oliver 2155 LP were produced – 2 fiberglass "WHITE" nose and 5 cast flat grill.

There are no red/white/black G1350 LP called out in the production ledgers.

G1350 LP tire options

Size	Qty	%
18.4-38 R1 (in base)	56	51.85%
20.8-38 R1	20	18.52%
24.5-32 R1	11	10.19%
18.4-38 R2 Rice	7	6.48%
24.5x32 10-ply R1 Rice	7	6.48%
23.1-34 R1	6	5.56%
24.5-32 R2 Rice	1	0.93%

Other G1350 LP options

Option	Qty	%
540/1000 PTO	94	87.0%
Deluxe Roadking Seat	64	59.3%
Cab	49	45.4%
"I" Beam Front Axle	32	29.6%
No 3pt – Type G Hyd	19	17.6%
Power Adjust Rears 18.4-38	15	13.9%
3 Speed Ampli-torc	5	4.6%
1000 PTO	5	4.6%
Low Comp LPG Cyl Heads	2	1.9%

There were 322 G1350 diesel row crop produced. The D585-6 engine was rated at 156 engine hp @ 2200 rpm and 141 PTO hp @ 1800 rpm. It was the same engine used in the A4T-1600 diesel. Standard equipment and available options were the same as the G1350 LP models plus optional fuel tank fenders and diesel starting aid.



Production records indicate 42 Oliver 2155 diesel were produced in 1971. It is unclear if all these first units have the fiberglass "WHITE" nose or if some of the late tractors had cast flat grills. Based on production ledger order codes it appears there were 38 more 2155 diesel with cast flat grills produced in late 1971 and 1972. This indicates 80 of 322 G1350 diesels produced were Oliver 2155 diesels.

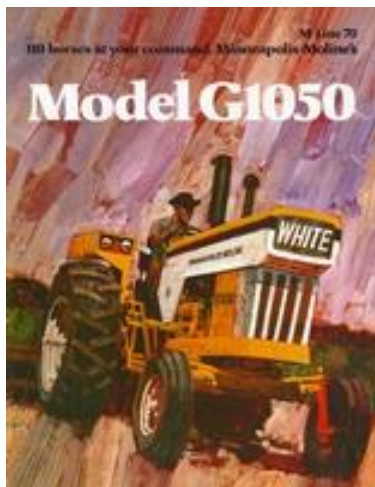
There are no red/white/black G1350 diesels called out in the production ledgers.

G1350 diesel tire options

Size	Qty	%
18.4-38 R1 (in base)	158	49.1%
23.1-34 R1	58	18.0%
20.8-38 R1	44	13.7%
24.5-32 R1	27	8.4%
18.4-38 R2 Rice	15	4.7%
24.5-32 R2 Rice	7	2.2%
23.1-34 R2 Rice	6	1.9%
20.8-38 R2 Rice	4	1.2%
24.5x32 10-ply R1 Rice	3	0.9%

Other G1350 diesel options

Option	Qty	%
540/1000 PTO	276	85.7%
Cab	178	55.3%
Deluxe Roadking Seat	158	49.1%
No 3pt - Type G Hyd	111	34.5%
Diesel Starting Aid	75	23.3%
"I" Beam Front Axle	72	22.4%
Power Adjust Rears 18.4-38	45	14.0%
Fuel Tank Fenders	38	11.8%
1000 PTO	26	8.1%
3 Speed Ampli-torc	1	0.3%



The first G1050 production unit was diesel 43100001 built 10/21/69. G1050 LP production started 11/6/69 with 43000001. The last diesel was built 11/16/71 and the last LP 3/28/72.

There were 111 G1050 LP produced with 3 being Standards and 108 being Row Crops. These were equipped with the 504A-6 engine at 111 PTO hp in 1972. Standard equipment included: 2-speed ampli-torc, closed center hydraulics with 3pt on row crops, Type G hydraulics without 3pt on standards, heavy duty adjustable front axle, 18.4-34 and 7.50-16 (row crops) or 7.50-18 (standards) tires and open platform with fenders. Available factory installed options on the G1050 LP included: several tire sizes, 3-speed ampli-torc, deluxe road king seat, 540/1000

and 1000 rpm PTO, cab, "I" beam front axle (row crops), power adjust rear rims, long rear axles, type G hydraulics in place of 3pt (row crops) and creeper low gear for 3-speed ampli-torc.

There were 10 red/white/black G1050 LP built at the beginning of production in 1969. Production records indicate no Oliver 2055 LP were produced.

G1050 LP tire options

Size	Qty	%
18.4-34 R1 (in base)	26	23.4%
18.4-38 R1	55	49.5%
18.4-38 R2 Rice	12	10.8%
23.1-34 R1	6	5.4%
20.8-38 R1	5	4.5%
23.1-30 R2 Rice	2	1.8%
24.5-32 R1	2	1.8%
16.9-38 R1 (deduct)	1	0.9%
23.1-30 R1	1	0.9%
23.1-34 R2 Rice	1	0.9%

Other G1050 LP options

Option	Qty	%
540/1000 PTO	103	92.8%
Deluxe Roadking Seat	56	50.5%
Cab	44	39.6%
3 Speed Ampli-torc	36	32.4%
No 3pt - Type G Hyd - Row Crops	13	11.7%
"I" Beam Front Axle	10	9.0%
Power Adjust Rears 18.4-38	7	6.3%
Long Rear Axles 120"	5	4.5%
1000 PTO	2	1.8%
Power Adjust Rears 18.4-34	1	0.9%
3spd Ampli-torc Creeper Low Gear	1	0.9%



There were 544 G1050 diesel produced with 60 being Standards and 484 being Row Crops. These were equipped with the D504A-6 engine at 111 PTO hp in 1972. Standard equipment and available options were the same as the G1050 LP models plus optional fuel tank fenders and diesel starting aid.

There were 63 red/white/black G1050 diesel built at the end of production in 1969. These units were built just prior to

red/white/black G1050 LP units

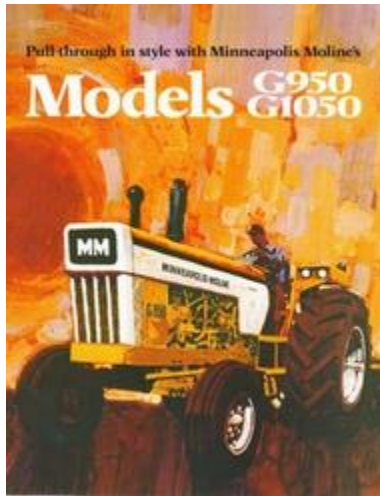
Based on production ledger order codes it appears 26 of 544 G1050 diesels were produced as Oliver 2055 diesels.

G1050 diesel tire options

Size	Qty	%
18.4-34 R1 (in base)	91	16.7%
18.4-38 R1	263	48.3%
23.1-34 R1	64	11.8%
20.8-38 R1	52	9.6%
23.1-30 R1	21	3.9%
18.4-38 R2 Rice	16	2.9%
23.1-34 R2 Rice	14	2.6%
23.1-30 R2 Rice	8	1.5%
24.5-32 R1	8	1.5%
16.9-38 R1 (deduct)	3	0.6%
18.4-34 R2 Rice	2	0.4%
24.5-32 R2 Rice	1	0.2%

Other G1050 diesel options

Option	Qty	%
540/1000 PTO	519	95.4%
3 Speed Ampli-torc	230	42.3%
Deluxe Roadking Seat	220	40.4%
Cab	205	37.7%
Diesel Starting Aid	169	31.1%
No 3pt - Type G Hyd - Row Crops	63	11.6%
Fuel Tank Fenders	34	6.3%
"I" Beam Front Axle - Row Crops	34	6.3%
Power Adjust Rears 18.4-38	28	5.1%
Altitude Diesel Pump 3000ft & above	22	4.0%
1000 PTO	12	2.2%
Long Rear Axles 120"	9	1.7%
Power Adjust Rears 18.4-34	4	0.7%
Platform Enclosure	1	0.2%
3spd Ampli-torc Creeper Low Gear	1	0.2%



The first G950 production unit was LP 43500001 built 12/3/69. G950 diesel production started 12/5/69 with 43600001. The last LP was built 12/21/71 and the last diesel 6/8/72.

There were 186 G950 LP produced with 6 being Standards and 180 being Row Crops. These were equipped with the 425C-6 engine at 98 PTO hp in 1972. Standard equipment included: 2-speed ampli-torc, closed center hydraulics with 3pt on row crops, Type G hydraulics without 3pt on standards, 15.5-38 and 6.50-16 (row crops) or 7.50-18 (standards) tires and open platform with fenders. Available factory installed options on the G950 LP included: several tire sizes, 3-speed ampli-torc, deluxe road king seat, 540/1000 and 1000 rpm PTO, cab, heavy duty

adjustable front axle, "I" beam front axle (row crops), power adjust rear rims, long rear axles, type G hydraulics in place of 3pt (row crops) and creeper low gear for 3-speed ampli-torc.

There are no red/white/black G950 LP or Oliver 1865 LP called out in the production ledgers. There were no tractors built with the base 15.5-38 tires either.

G950 LP tire options

Size	Qty	%
15.5-38 R1 (in base)	0	0.0%
18.4-38 R1	97	52.2%
18.4-34 R1	63	33.9%
16.9-38 R1	11	5.9%
18.4-38 R2 Rice	9	4.8%
23.1-30 R2 Rice	4	2.2%
23.1-30 R1	1	0.5%
18.4-34 R2 Rice	1	0.5%

Other G950 LP options

Option	Qty	%
540/1000 PTO	179	96.2%
Heavy Duty Adjustable "E" Front Axle	154	82.8%
Deluxe Roadking Seat	94	50.5%
3 Speed Ampli-torc	78	41.9%
Cab	50	26.9%
3spd Ampli-torc Creeper Low Gear	31	16.7%
"I" Beam Front Axle - Row Crops	8	4.3%
Power Adjust Rears 18.4-38	6	3.2%
Power Adjust Rears 16.9-38	5	2.7%
No 3pt - Type G Hyd - Row Crops	5	2.7%
1000 PTO	4	2.2%
Long Rear Axles 120"	1	0.5%



There were 883 G950 diesel produced with 53 being Standards and 830 being Row Crops. These were equipped with the D451-6 engine at 98 PTO hp in 1972. Standard equipment and available options were the same as the G950 LP models plus optional fuel tank fenders and diesel starting aid.



Production records indicate 9 Oliver 1865 diesel were produced in 1971. These units should have the fiberglass "WHITE" nose. Based on production ledger order codes it appears there were 48 more 1865 diesel produced in late 1971 & 1972. Considering the September 1971 production order code change these units should have the later cast flat grill with an Oliver shield badge at the top. This indicates 57 of 883 G950 diesels produced were Oliver 1865 diesels.

There are no red/white/black G950 diesel called out in the production ledgers but there are examples in existence so it is unknown exactly how many are out there.

G950 diesel tire options

Size	Qty	%
15.5-38 R1 (in base)	22	2.5%
18.4-38 R1	541	61.3%
18.4-34 R1	211	23.9%
23.1-30 R2 Rice	41	4.6%
16.9-38 R1	30	3.4%
23.1-30 R1	18	2.0%
18.4-38 R2 Rice	8	0.9%
20.8-38 R1	4	0.5%
18.4-34 R2 Rice	1	0.1%

Other G950 diesel options

Option	Qty	%
540/1000 PTO	832	94.2%
Heavy Duty Adjustable "E" Front Axle	516	58.4%
Deluxe Roadking Seat	363	41.1%
3 Speed Ampli-torc	331	37.5%
Diesel Starting Aid	270	30.6%
Cab	219	24.8%
No 3pt - Type G Hyd - Row Crops	116	13.1%
"I" Beam Front Axle - Row Crops	112	12.7%
3spd Ampli-torc Creeper Low Gear	101	11.4%
Fuel Tank Fenders Standard Length Axles	23	2.6%
Power Adjust Rears 18.4-34	13	1.5%
Power Adjust Rears 18.4-38	9	1.0%
1000 PTO	8	0.9%
Long Rear Axles 120"	6	0.7%
Power Adjust Rears 16.9-38	5	0.6%
Fuel Tank Fenders Extended Length Axles	1	0.1%



I'd like to thank former MM engineer Mike Verhulst and Floyd County Museum curator Mary Ann Townsend for their help in making this article possible. If you have any dealer order guide information to share please contact me at bgonyea@centurylink.net. We could really use order guide information on the Massey Ferguson 95 and 97 tractors that shows order option numbers and dealer pricing.