

# Short Season Open-Pollinated Corn

“Most open-pollinated corn is grown in southern areas with longer growing seasons. Beneficial varieties for growers with a short season have not been widely available. We’re changing that with faster finishing, OP corn varieties that will let growers that have a short season to profit from open-pollinated corn,” says Vaughn Emo, Avoca, N.Y. of Green Haven Open-Pollinated Seed Group.

Green Haven Open-Pollinated Seed Group is a nationwide organization of seedsmen based in western N.Y. They are focusing on improving OP varieties for silage,

grain and wildlife plots. Many varieties are available certified organic.

Green Haven works with 75, 85, 87, 90, 100, and 110 day open pollinated field corn seed. Open-pollinated corn is said to be higher in protein and sugar than regular hybrids, giving livestock farmers higher feed value. Of course, the biggest advantage is that farmers can select their own seed from this year’s crop to plant next year. Open pollinated sweet corn, pop corn and pumpkin seed are also available.

For a free brochure contact FARM SHOW



Followup, Green Haven Open-Pollinated Seed Group, 8225 Wessels Rd., Avoca, N.Y. 14809 (ph 607 566-9253; email:opcorn@gmail.com; www.openpollinated.com).

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## Half-Rite, Half-Rong Tractors

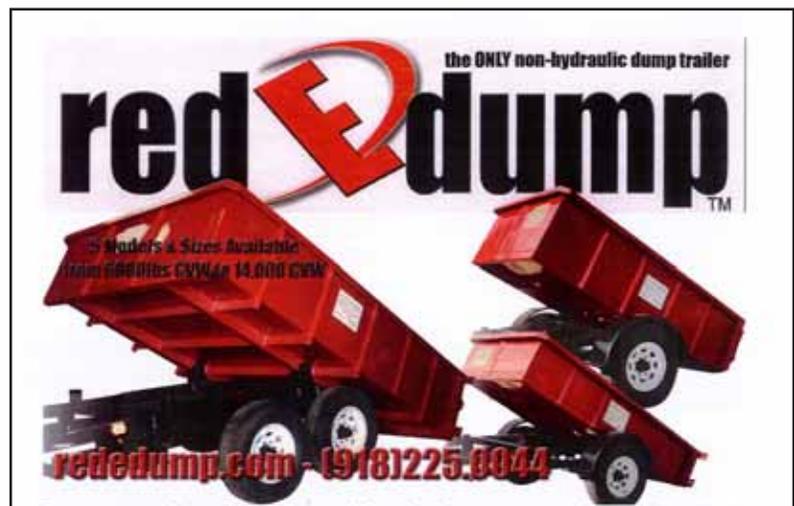
Paul Dotterer and Stephen Grieb split a 1939 Allis Chalmers WC and a 1949 Deere B. They then put the odd halves together to make what they call Half-Rite, Half-Rong tractors. Of course Dotterer, a retired Allis Chalmers dealer, and Grieb, a retired Deere dealer, disagree on which end is right and which is wrong. Grieb drives the one with the Allis front end, and Dotterer drives the one with the Deere on front.

“When we built the first one, we made the platform extra wide and installed twin seats and steering wheels,” recalls Dotterer. “It had the Deere front end, and we gave it a hand clutch like the old B had. One seat was painted orange and the other green.”

The old B’s engine was shot, so they replaced it with a small engine from a Deere combine. An extension was added to the drive shaft to reach the Allis Chalmers flywheel. A ring gear was fabricated for the flywheel so they could put a starter on it.

The offset steering wheels were connected to the B’s steering shaft with matching chain drives. A double pulley mounted on the end of the steering shaft allowed either operator to control the tractor. The hand clutch was mounted between them. Hand levers were mounted by each operator to control the brakes.

Contact: FARM SHOW Followup, Paul Dotterer, 6795 Nittany Valley Dr., Mill Hall, Penn. 17751 (ph 570 726-3946) or Stephen Grieb, 410 Rodgers Rd., Howard, Penn. 16841 (ph 814 571-1871).



Operator sets the trailer brakes and then backs up. As the upper frame and trailer box slides back past the end of the lower frame, it dumps.

## “No Hydraulics” Dump Trailer

No pumps, hoses or fluid are needed to quickly and easily dump a RED-E-DUMP trailer. With payloads from 4,000 lbs. to 12,000 lbs., this hydraulics-free trailer has a low cost of ownership and simple design.

“A roofer friend of mine wanted a small trailer that he and his workers didn’t have to unload by hand,” recalls Larry Stewart, RED-E-DUMP manufacturer. “I worked on the design for about a year and a half, introducing it in 2010.”

The trailer dumps mechanically, thanks to its clever double frame design. The lower frame supports the weight of the trailer in transport. The upper frame, which connects to the trailer tongue, rolls back and forth on top of the lower frame.

To dump the trailer, the operator sets the trailer wheel brakes and backs the towing vehicle up. As the upper frame and the trailer bed slides back over and past the end of the lower frame, the bed dumps.

“It’s like pulling the legs out from under

a chair,” explains Stewart. “It removes all the support from under the bed. All it can do is dump.”

To return the bed to a horizontal position, the operator simply pulls the vehicle ahead again. The bed slides back up and over the lower frame and into place, automatically triggering a safety lock.

“With most newer trucks, the operator can set or release the trailer parking brakes from the cab,” says Stewart. “The only time he has to get out is to manually release the safety lock for dumping.”

RED-E-DUMP offers 5 models ranging in size from 4 by 8-ft. 32B bumper pull to an 8 by 10-ft. 80G gooseneck, with many options available. Dealers are being recruited in North America this winter for spring sales.

Contact: FARM SHOW Followup, RED-E-DUMP, 1131 N. Little, Cushing, Okla. 74023 (ph 918 225 0044; www.rededump.com).

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