

Ylioja replaced the engine and restored the 1947 Cockshutt combine he found in a field.



Vintage Cockshutt Combine Gets A Second Life

Borden Ylioja of Saskatchewan, Canada, found and restored a 1947 Cockshutt combine that had been abandoned for 60 years. "The combine engine blew, and the driver must have parked it," explains Ylioja. "My friends and I stumbled across it while riding our quads. When we looked at it, I thought it was repairable."

Two years later, he returned to the spot with his brother and used a loader to pull the combine out of the brush. "I own the combine now," says Ylioja. "The property owner said I could take it." While not a farmer, Ylioja does auto body repairs and wanted to take on the challenge of antique farm equipment restoration. While he had his doubts about whether it was fixable, he had little to lose by trying.

Ylioja estimates that he put between 200 and 250 hrs. of work into the restoration before the combine was operational. He explains, "I first had to find an engine. My cousin had one that required some minor repairs. Then, I replaced all the grease nipples and greased all the bearings to ensure they were good. I had to find and buy every belt for it, as well as two chains. Then I found

the knife and all the guards for the straight cut off of a similar combine that my uncle had. Finally, I had to build the reel for it." The front dual tires were still holding 20 psi when he found it. "Porcupines had chewed a lot of the lugs half off," he says. But to this day, I haven't added any air, and they're still holding."

Ylioja believes that overall costs have come to around \$2,500 so far. He estimates it will take another 150 hrs. to get the combine completely finished and repainted. "This restoration has been a lot of learning as I go and just figuring things out. Everything has gone smoothly for the most part," he says.

This past fall, Ylioja tested his combine on about 2 acres of durum and plans to use the grain he harvested to plant a small field this coming year. In the long term, he'd like to have a small hobby farm run solely with restored farm equipment. "I'm currently fixing a 1954 John Deere 60," he says. "If anyone wants some old machinery restored, send me a message."

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IH Club Restores Rare No-Till Planter

Jim Brewers, South Dakota Chapter 21 International Harvester Collectors Club, restored a rare M-21 International Harvester till planter. This planter was sold from 1953 to 1955. It was a 2-row unit with the tillage unit mounted on the front of the tractor, similar to a front-mounted cultivator, and a planting unit mounted on the rear.

The original owner of Brewers' IH planter, Robert Schuller, purchased it in 1954 and used it until he passed away at a young age from cancer. "The planter was about 10 to 15 years ahead of its time," says Brewers. "There weren't many herbicides yet, so farmers didn't have a good way to use it. Only about 23 of these were ever sold, and I know where six are today."

After the original owner's death, Darrel Jensen bought the planter from Schuller's hired hand, mounted it on a Super MTA, and parked it outside his John Deere dealership as proof that IH was the first to release a no-till planter. "Pretty innovative marketing strategy, I guess," laughs Brewers.

In 2021, Jensen was ready to part with this planter, but only to someone willing to restore and display it. He donated it to the South Dakota Chapter 21 International Harvester Collectors Club. That's where Brewers got involved. "The chapter president contacted me and asked if I'd take on the restoration for them," he says. "I can't resist a challenge."

Brewers received the planter in December and had it fully operational by April, working on it as time allowed. He estimates that the cost of replacement parts, which were covered by the International Harvester Trust, came to around \$2,500. The main challenge was sourcing all the correct supplies. "You



M-21 International Harvester planter regarded as the first no-till corn drill.

can't go to the junkyard to look for parts when only 50 existed." It's a two-row unit, so Brewers kept one side intact when restoring the other. "I needed it as a model; that was my only blueprint."

"It was a fun project," he says. "The neatest part was the people I met on the way. I got to see the farm where the planter came from, the original tractor that powered it, and even met the nephew of the owner." Plans are still in the works by the IH Trust to find the planter a permanent home for display. But perhaps the most significant benefit for Brewers was the sense of community he cultivated while working on it. Speaking of the camaraderie at the IH club, Brewers shares, "The red tractor got us together, but the people keep us coming back."

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