

Motorized IH Pedal Tractor

"A few years ago FARM SHOW reported on how I put together a motorized Deere pedal tractor for my grand kids (Vol. 24, No. No. 6). I thought your readers would like to see what I recently built for someone in Nebraska who wanted a motorized International Harvester pedal tractor," says Frank Miller, Mott, N. Dak.

Miller first completely restored the Farmall M series pedal tractor. Then he cut out part of the front housing to make room for a 3 1/2 hp Honda gas engine. The engine direct-drives a centrifugal clutch which chain-drives the rear axle. "It's geared down by a big sprocket and three separate shafts so there's

almost no limit to its power," says Miller. "The pedal tractor originally drove off only the right rear wheel. I welded up the rear axle so that both rear wheels turn together. It'll go up to 4 mph."

The tractor still has its original front and rear wheels, seat, and steering wheel. Miller added a throttle lever which is used to control tractor speed. There wasn't room for the engine muffler so Miller replaced it with a length of pipe that mounts just to the side of the hood.

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Motorized International Harvester pedal tractor is powered by a 3 1/2 hp Honda gas engine. It direct-drives a centrifugal clutch which chain-drives the rear axle.



Propeller-powered sleds were popular in the late 1950's and 60's in the Northern Plains. Gleason added a second engine to this early model.

He Restores Old Snow Planes

Ten years ago, in need of a project to occupy his time and his shop, Cliff Gleason, Tolna, N. Dak., bought an old snow plane.

For those unfamiliar with snow planes, they're propeller-powered sleds, used for winter travel in the days before snowmobiles. They look like a shortened light plane, with the propeller mounted at the rear. They sit on three wide, ribbed skis and are steered with the front center ski. Snow planes were popular in the late '50s and '60s in the Northern Plains, since they were capable of negotiating snow-covered terrain when roads couldn't be kept clear or where there were no roads.

"They were used for hauling mail, getting people to the doctor, checking power lines, hunting fox and coyote, and just for fun," Gleason says.

The first snow plane he bought was in pieces. To rebuild it, he had to do a lot of fiberglass work to repair the body. He also rebuilt the Lycoming 125 engine and put on new skis.

Once he had it back together and out on the snow, he fell in love with the sport and the old machines. "It's turned into a winter hobby, and I have bought and fixed about 20 of these machines over the past 10 years," he says.

While most were put back together pretty much as they were originally designed, Gleason decided to modify one to give it a little more oomph.

"I picked up the body of one snow plane over by Lisbon and when I got it into the shop, I decided to put a second engine on it," he says.

He had two 125 Lycomings he could put on it, but the body was designed for just one engine.

A friend who works in the aviation business helped him determine the specifications for the redesign that would accommodate two engines. "The engines had to be mounted on new framing that attached to the original engine mounts," he says. "They also had to be spaced so there was about 2 ft. between the propellers. And the original motor mounts and frame had to be reinforced to withstand



Gleason often has to do a lot of fiberglass body work to restore a snow plane.

the extra weight and pressure."

What's more, the new mounts had to be precisely built so the engines could be set at an angle to work against one another, and so the force of the air stream would hit the ground at a point about 80 ft. behind the sled.

All this redesigning was capped off with a new windshield and nose on the body of the four-passenger sled. He also added bucket seats to make the ride a little more comfortable.

"I had a little trouble with the throttles the first time I took it out," he says, "but that problem has been fixed and it works great now." (That might be an understatement. Those in the know say the throttle stuck wide open and gave him quite a ride before he was able to shut down the engines.)

Gleason helped found a small group of snow plane enthusiasts called the Prairie Snowplanners. He and the entire group would love to hear from others interested in restoring and using snow planes.

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Jerome Hoerner twists discarded barbed wire into a wide variety of decorative shapes.

Farmers Love His Barbed Wire Art

After taking down barbed wire fencing for years, Jerome Hoerner started "playing around" with the piles of discarded wire, twisting it into decorative shapes. The first piece he made was a heart for his wife, Joan, on Valentine's day. Since then he's made over 100 pieces ranging from 4 to 20 in. in size.

His favorite objects are crosses and figures. The pieces often contain up to 30 ft. of twisted or braided barbed wire. "I wear leather fencing gloves," he says. "I've worn out several pairs of gloves along with wire cutters." The finished pieces are left free-standing, mounted on walls, or even set on animal bones for display.

Ideas for the sculptures come from all over. "I'm always open to new ideas, and once in a while someone will say why don't you try this or that, so I get ideas that way. But sometimes what I start out making isn't what it turns out to be," he notes.

Joan sees first hand the way people react to her husband's hobby when she has exhibited at craft sales. Especially impressed are retired farmers and children.

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His favorite objects are crosses and figures. Pieces often contain up to 30 ft. of twisted or braided barbed wire.



Finished pieces are sometimes set into varnished animal bones for display.