

Improvements Made To Combine/Baler

Howard Elmer and his son, Sage, have improved their self-propelled baler by installing a separate engine for the baler. Originally featured in Vol. 36, No. 5, the baler was built using the frame, engine and cab from a Massey 550 combine and an IH 4650 inline baler.



A Wisconsin engine was mounted on the combine frame between the drive wheels.

The Elmers connected the two machines together with a sub-frame of 5-in. channel iron and bracing at the hitch and the connection point. The baler's stationary wheels were replaced by the combine's oscillating steering wheels. A right-angle gearbox connected the combine's old cylinder shaft to the baler pto shaft.

"The problem was the stroke of the baler versus the constant pressure of a separator the clutches were built for," explains Elmer. "It created a pounding issue that wore out clutches pretty fast."

After 3 years of use and changing the clutches twice, they parked the combaler for 2 years. They had two other inline balers for their custom work and for baling their own fields. However, they missed the visibility over the windrow that they had with the combaler cab sitting over the drive wheels. The hydrostatic transmission on the modified Massey let them turn corners faster. They also appreciated the 3-speed transmission that let them bale at 2 to 3 mph and travel down the road at 12 to 13 mph.

"We both had the same idea at the same time to solve the problem," says Elmer. "A



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neighbor had a worn-out Freeman baler that was headed for the salvage yard. When I asked him about it, he gave it to me. It had a Wisconsin V4 engine that we mounted on the combine frame between the drive wheels."

While it was a challenge to get the engine in place, it had a drive and clutch built for the stroke of a baler.

"We barely got it in place to use this past summer, but due to the drought, we were short of hay," says Elmer. "We needed more for the cow herd, so we baled all our barley

straw. We still need to work on the throttle, but otherwise it worked fine baling between 4,000 and 5,000 bales."

The Elmers made another update on the combaler. "The only downside to it was we couldn't see the pickup," says Elmer. "I had learned to drive by sound. We added a video camera, so now we can watch the hay or straw feed in."

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Spaulding used spare sheet metal and other parts to build a sturdy frame that could easily haul four passengers, or two passengers and a few coolers.



Buggy Made From Cub Cadets

Forest Spaulding is a mechanical tinkerer who enjoys building unique vehicles. When he and three friends planned to visit the Florida Flywheels Antique Engine and Tractor Show, they wanted a way to motor around the grounds rather than walk, so Forest and his brother-in-law, Earl Brandt, built a motorized buggy.

They mounted two Cub Cadet grills on the front of a hand-built chassis. Spaulding used

spare sheet metal and other parts to build a sturdy frame that could easily haul four passengers, or two passengers and a few coolers. The buggy is powered by a 7000 Kohler 3 hp. engine that had been sitting in Spaulding's barn since the 1970's. Originally used on an old orchard sprayer, the engine turned over but didn't have any compression. Spaulding and Brandt installed new rings and a valve and had the magneto and carburetor rebuilt.

They located a new set of points, and another builder made a new coil for it. Spaulding and Brandt added a double groove pulley to the engine. One belt drives a Cub Cadet clutch and transaxle and the other one powers a Cub Cadet starter and generator. The buggy's 90-degree gearbox is from a riding lawn tractor. The transaxle, steering column and front seats are from an old Cub Cadet and the rear seat is from a Ford Bronco.

They made the front axle wide enough and tall enough to mount oversized garden tractor wheels. The rear axle was extended to accept vintage Ford spoked wheels. An old Allis WD shifter connects to the transmission with a long rod similar to those used on a bus. Old cut-up fenders from Cub Cadet riders were pieced together for the sides of the new buggy.

The rear bumper, which doubles as a step, is made from a strong oak board mounted on two LaSalle running board brackets. Spaulding says the vehicle hums right along at a good clip, even with four riders, who thoroughly enjoyed the Florida show and turned a lot of visitors' heads in the process.

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Nearly Extinct Corn Making A Comeback

For the Pawnee Nation, an almost forgotten food source is becoming familiar again, thanks to the efforts of the Pawnee Seed Preservation Project. This volunteer group aims to bring the region's native corn varieties back from the brink of extinction.

Corn has long been a staple crop for the Pawnee, and its prevalence in ceremonies and daily life made it sacred. In the 19th century, forced migration from Nebraska to Oklahoma made growing the tribe's heirloom corn varieties in the arid climate and alkaline soil all but impossible. After decades of crop failure, only a few kernels remained.

In 2003, tribe member Deb Echo-Hawk started the Pawnee Seed Preservation Project. A few kernels were provided to the Archway Museum in Nebraska for planting.

The corn had a slow start and a few bad harvests, but by 2005 enough had produced ears to boost the seed inventory.

As the corn collection grew, something stood out. Many cobs produced unusual kernels that didn't match known varieties. In essence, these corn kernels were exhibiting recessive traits that exhibited characteristics of long-lost Pawnee varieties. By carefully



Over time, Preservation Project corn kernels started exhibiting recessive traits that exhibited characteristics of long-lost Pawnee varieties.

cultivating these unique kernels, the group members could reestablish previously lost heirloom corn varieties.

The corn revival project continues today, and each year members of the Pawnee Nation gather for a reveal of that season's harvest. To date, the Pawnee corn seed bank includes varieties ranging from yellow and blue flour to flint, sweet and speckled, eagle corn, and many more. Each season's corn is grown in close to two dozen gardens throughout

Central Nebraska, and the best ears are set aside to replenish the seed bank.

As the annual harvests continue to grow, there's now enough available to use in ceremonies so that every member can try it firsthand.

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