



Fleckenstein's rig consists of an 8-ft. snowblower mounted on a Gleaner A combine.

"COST LESS THAN \$1,600 TO BUILD"

Combine Snowblower

"We bought a junked-out 1966 Gleaner A combine, stripped it down, and mounted an 8-ft. Snow King snowblower in place of the header. It works good and cost less than \$1,600 to build," says Leo Fleckenstein, Bismarck, N. Dak.

Fleckenstein bought the combine for \$175 at an auction. He removed all sheet metal and grain-cleaning components and then lowered the engine, remounting the gas tank behind the engine. He lengthened the snowblower's lift arms by 2 ft. and bolted them to the combine's header lift brackets. The pto-driven snowblower is controlled by the clutch that originally operated the header.

He took an axle and differential from a 1966 Chevrolet Impala and mounted them above the original combine differential in order to pto-drive the snowblower at 540 rpm's. He cut one end off the axle, then welded a short pto shaft onto a steel plate and bolted it onto the axle. On the other end of the axle he mounted a pulley and bearing box. A 1-ft. long driveshaft extends from the original combine differential to drive the

axle.

The combine wasn't equipped with a cab so he made his own using angle iron and clear plexiglass.

"I can go down the middle of the driveway and blow snow 50 ft. in either direction," says Fleckenstein, whose brother Larry helped build the snowblower. "It has more power than a tractor and I sit high with a great view of the plow in front of me. Also, the engine is mounted low enough that I can see out the back. I paid \$1,100 for the snowblower which has a single 36-in. dia. auger. I spent less than \$500 not including the snowblower. The combine has variable speed drive which works great for slowing down and speeding up as needed while blowing snow. The transmission, drive axle, hydraulics, and steering system are all original.

"The only thing that isn't hydraulic-operated is the spout which is operated by a cable."

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THROWS SNOW UP TO 150 FT.

"Semi Tractor" Snowblower

You've never seen a snowblower like the giant one built by Leo and Rodney Lowe who merged a Kaleur snowblower with a GM Astro cab-over semi-tractor.

The Lowes use the big rig to remove big snow drifts from 120 miles of gravel roads that they maintain across 2 1/2 townships in eastern South Dakota.

"It lets us clear roads with less expense than we could with standard road graders," says Leo. "Last winter we used it mainly on east-west roads because they have the biggest drifts. Conventional road graders were used on the north-south roads. The blower has three 8-ft. augers and a 3-ft. dia. blower. It can throw snow up to 150 ft."

They removed the snowblower's two original engines and installed a Caterpillar 3406 380-hp engine on the rear of the chassis. The engine drives hydrostatic pumps that power the wheels and the blower and augers. They converted the rear axle to a hydrostatic drive steering axle. It provides speeds from a crawl up to 45 mph.

The cab has three heaters for operator comfort and to keep the windshield clear. Two sets of headlights mount above the cab, and a spotlight can be directed to cover areas where the headlights can't reach. They added an Oshkosh dash in the cab which has various gauges for the hydrostatic system and engine. A 2-way radio allows contact with the home base for emergency messages or directions.

"The cab is mounted high and provides a good view of the augers and blower," says Leo. "We mounted the engine in back to improve the traction on the rear steering wheels. We really like the rear steering axle. If the rear end gets too close to the edge of the road and slips off the shoulder, we can steer it to climb back up on the road."

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Baldwin mounted an 8-ft. two stage Deere snowblower on a Deere 95 combine.

HANDLES SNOW DRIFTS UP TO 6 FT. HIGH

Deere 95 Combine Converted To Blow Snow

"I've used it to move piles of snow up to 6 ft. high. It's a vast improvement over the tractor and front-end loader I used to use," says Roger Baldwin who mounted an 8-ft. two-stage Deere snowblower on a mid 1960's Deere 95 combine.

The retired Lyon County, Iowa, extension agent bought the combine equipped with a Dubuque 6-cyl. gas engine from an area salvage yard for \$700. He then discarded the grain tank, sieves, augers and other grain cleaning components.

He lowered the engine so it's only 5 1/2 ft. off the ground and lowered the cab so it rests only 2 in. above the drive wheels. He also shortened the wheelbase by 6 ft. "That made it easier to maneuver," he says. "You can get into and out of tight places like a charm and it turns on a dime."

He found the Deere snowblower at a farm auction and paid \$2,000 for it. He built two 5 ft. lift arms out of frames off a discarded front end loader to mount the blower on the combine header.

The blower is designed to be operated at 450 rpm's. "It runs off the front pulley on the engine that operated the grain auger," Baldwin says. "I mounted a right angle gear box off a Case pull-type combine directly under the frame. I ran a driveshaft from the gearbox to the blower to couple to the pto shaft on the blower. I had to mount an extra knuckle and bearing underneath the frame



The engine is lowered to only 5 1/2 ft. off the ground; wheelbase shortened 6 ft. over the front axle to drive it."

The spout on the blower, which can blow snow up to 40 ft., operates hydraulically from inside the cab. "I simply had to install an additional valve inside the cab and route another line to the cylinder that turns the spout," Baldwin notes.

"The blower starts as soon as I turn on the engine and the only way I can stop it is to shut the engine off," he says. "I need some kind of clutch between the right angle gear box and blower. I'm toying with the idea of putting in a clutch off a combine that's used to shut off the header."

Out-of-pocket expense was \$2,000.

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Leo and Rodney Lowe use a Kaleur snowblower mounted on a cab-over semi tractor to cut through big snowdrifts on 120 miles of road they maintain.