

Loader Tractor "Floats" On Wide Truck Tires

Two-wheel drive loader tractors are notorious for getting mired down in wet feedlots, farmyards and fields. Pennsylvania farmer Jim Nissley, of Lancaster County, has found a solution — swap that skinny front rubber for 12 in. wide truck tires.

When he put new tires on his 3/4 ton, 4-wheel drive pickup, Nissley mounted the cast-off 12 in. mud tires on 16.5 in. tall by 9 in. wide rims that fit his Case loader tractor's bolt pattern, and slipped on the old truck tires.

The rims cost about \$60 each, cheaper than new tractor tires. "If I ruin one of the old truck tires, I can buy more used ones for less than \$10 each," notes Nissley.

With the proliferation of big-tired, 4-wheel drive pickups, he isn't worried about finding used rubber. "The tires may get too worn for a truck driven on the highway, but they're fine for a tractor."

Nissley prefers the 16.5 in. size to the more common 15 in. mud tires: "Most 16.5 tires have six or eight plies in the tread. Many 15 in. tires have only 4 plies. The heavy-duty rubber will stand up better to the weight and abuse a utility tractor is subjected to.

"The only disadvantage is when you have a heavy load on the back of the tractor," Nissley points out. "When the front end gets light, the flat-treaded truck tires can lose ground contact, making it tougher to steer." However, he feels the wide tires' advantages overshadow that minor problem. Now, Nissley can navigate muddy barnyards with ease. His loader tractor also sees planting duty, where the truck tires float across soft, tilled soil. (Greg Horstmeier, Pennsylvania Farmer).



Photo courtesy Pennsylvania Farmer



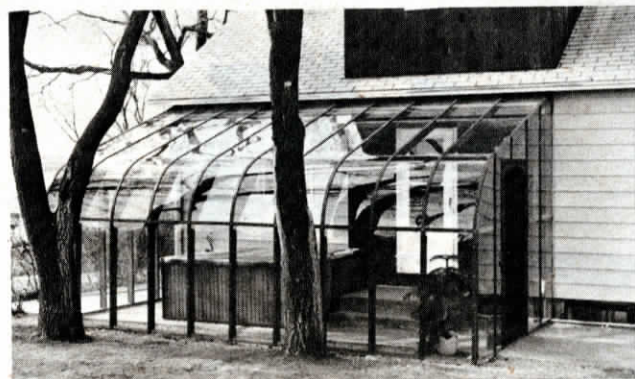
"Backwards" Loader Tractor

A converted "backwards" 1954 Ferguson 30 makes a great every day chore tractor on the Robert Scharlau farm, Arcadia, Wis.

"I converted it in 1970 and it still goes to work every day," says Scharlau, who did the work himself. "My main goal was to get the loader boom over the drive wheels rather than the steering axle to make it easier to operate. I installed the

differential upside down to reverse all the transmission gears. I switched clutch and brake pedals and mounted the seat up on the hood so you face toward the loader when operating it. I also had to rework the steering so you still go left when you turn left, and so on."

Contact: FARM SHOW Follow-up, Robert Scharlau, Rt. 1, Box 152, Arcadia, Wis. 54612 (ph 608 323-7297).



"Add-On" Greenhouse

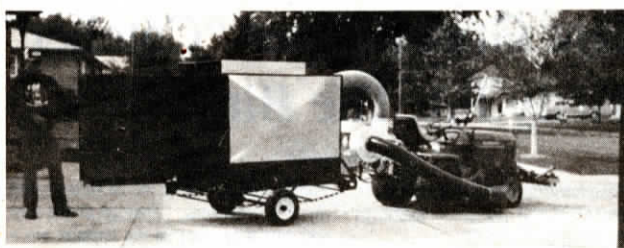
"It's great for green thumbers and a value-increasing addition to any farm home," says Dave Berckes, Canby, Minn., who designed and built an attractive 10 by 20 ft. add-on greenhouse for less than \$2,000.

It's made of cedar rafters and sheets of clear acrylic plastic. "I used high grade silicone seal on the joints and left sufficient space between sheets to compensate for expansion and contraction," says

Dave. "Acrylic plastic has high light transmission, flexibility, strength and yet is lightweight and easy to fabricate with common hand tools."

Berckes plans to market his low-cost "add-on" greenhouse as a do-it-yourself kit, complete with step by step plans and a list of materials needed.

Contact: FARM SHOW Followup, Dave Berckes, Berckes Mfg., Box 228, Canby, Minn. 56220 (ph 507 223-7754).



Self-Unloading Trailer

"I made my own self-unloading wagon for collecting leaves and grass. It's used in combination with my 430 Deere tractor and the E-Z Rake lawn vacuum mounted on it.

"The trailer unloads in seconds, thanks to the self-unloading apron I salvaged from an old manure spreader. An orbit motor, powered by the tractor's hydraulics, powers it. To unload, you just open the back door and hit the hydraulic lever. Even with the box completely full, it self-

unloads with ease in a matter of seconds.

"As far as I know, no company makes a wagon like this for this purpose. The box itself is 30 in. wide, 48 in. high and 60 in. long and has a cover on top.

"If there's enough interest, I'd like to produce the trailer commercially, or work with an interested manufacturer in getting it produced."

Contact: FARM SHOW Followup, Glenn L. DeJong, Box 265, Hull, Iowa 51239 (ph 712 439-2562).



Big Bale Truck

"We needed an inexpensive way to haul the approximately 1,000 big round bales we make each year. It had to be fast for long hauls and yet have a large capacity. This truck works perfect and it's legal over the road," says Philip Stang, Macklin, Sask.

"We first cut the frame of a 3-ton truck in half and extended the wheelbase to 21 ft. We had to add another driveshaft and 'steady' bearing because two long drive-shafts were not strong enough. We then added a ladder-type framework of heavy-duty steel pipes to expand the surface area of the truck bed. Now the truck hauls 11 large round bales.

"The pipes cradle the bales, holding them securely in place. The wide-open design lets us pick the bales up from below rather than spearing them or using

a grapple fork. We use a front-end loader with a 2-tine bale fork.

"To tow the tractor behind the truck so one man can haul bales, we welded a short steel pin to the back of the truck and put a hole in the bottom of the bale fork. You simply lower the fork onto the pin, raising the front tractor tires off the ground.

"We spent just \$600 for the truck and the pipes cost \$50. Everything else was scrap metal we had around the farm. We plan to modify the exhaust system to lessen the danger of fire and extend the mirrors for safer traveling when the truck is loaded."

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