



“Snowblower truck” has two engines that mount side by side on back, two 4-speed transmissions, and two steerable axles that let operator steer either end of vehicle.

One-Of-A-Kind “Snowblower Truck”

This “snowblower truck” built by Jon Bell of Allenspark, Colorado, has a conventional 7-ft. Loftness snowblower mounted on front of what appears to be a Ford F-150 1/2-ton pickup.

But that’s about the only thing that’s conventional about this truck. It has two engines that mount side by side on back, two 4-speed transmissions, a shuttle gear, two transfer cases, and two steerable axles that allow Bell to steer either end of the vehicle. The hood was moved to the back, over the engines. One of the engines is a 6-cyl. from a 1958 International Travelall, and the other a 302 V-8 from a Ford pickup. The V-8 engine shaft-drives the snowblower because the blower takes more power, and the IH engine powers the pickup. The pickup’s heavy duty custom frame was widened to make room for the two side-by-side engines. Both engines use the same 15-gal. gas tank.

“I built it as a challenge,” says Bell. “After clearing snow with a plow for many years, I decided there had to be a better way to handle the deep stuff. I used two engines because I wanted to get away from belts and hydraulics. Mounting them on back results in great visibility up front. It took me two years to build. The only thing I bought new was the snowblower. I paid \$1,500 for it.”

The snowblower was originally designed as a 3-pt. mounted, pto-driven unit. Bell made new mounting brackets for the snowblower and on front of the truck’s frame. “The snowblower has been trouble-free except when I pick up rocks. It could take twice the power of the 302 engine. I run the 302’s 3-speed transmission in low gear,” says Bell.

He started out with two 1/2-ton steerable axles but replaced them with 1-ton GM axles, after experiencing problems with broken axle shafts. The rear axle is steered by a hydraulic cylinder via a lever in the cab. “I can steer the two axles opposite each other and

turn very short. Or I can turn both sets of wheels in the same direction at a 45 degree angle and crab steer the machine. Crab steering works great for cleaning plow piles, because while the truck is on the road the blower hangs out over the ditch.”

The list of transmissions includes the Travelall’s original 4-speed; one off an airport tractor that’s used to push planes; and a shuttle gear off a sawmill forklift.

With two transmissions, the shuttle gear, and two transfer cases, the rig has a total of 64 gear combinations in both directions. “I actually use only six or eight of the top 16 gears,” says Bell. “I needed extra transmissions because when blowing deep snow I have to go very slowly. When I put all the transmissions in low gear it’ll go only 660 ft. per hour which is so slow you have to watch closely to even notice the vehicle is moving. Even though the cab is mounted high up, I’ve cleared snow so deep I couldn’t open the driver’s door when I was in the cut.”

Both engines face backward, so all the transmissions also face backward. The gear shift pattern is also backward, so Bell had to learn the shift pattern upside down. He posted the new shift pattern on the dashboard.

In order to fit all the transmissions into a 100-in. wheelbase, Bell added a second transfer case which doubles the drivetrain back onto itself and drives the final transfer case from the front, even though the engines are located at the rear.

“This rig is complicated and has really odd controls. The controls include a gas pedal and brake pedal, two clutch pedals, four gearshift levers, and two hydraulic levers - one to raise the blower and the other to control the rear steering. It has two heaters and a very aggressive defroster,” says Bell.

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Overhead photo shows side-by-side engines and crab steering, which helps maneuver around obstacles.



Home-built 7-ft. blade mounts on front of Ken Anderson’s IH Super C tractor.

Farmall Super C Snow Blade

Kenneth Anderson, Glenville, Minn., built a 7-ft. blade that mounts on front of his International Harvester Super C tractor.

The 27-in. high, 3/16-in. thick blade was made from a piece of salvaged steel and has a 1-ft. long “wing” on each side to trap snow. It’s controlled by a lever that was originally used to raise and lower a belly-mounted cultivator. A pair of cables run over pulleys on front of the tractor and are connected to a steel frame that supports the blade. The frame is made from 3-in. sq., 3/8-in. thick steel tubing and is welded to a cross brace that bolts onto the tractor frame just ahead of the rear axle. The blade connects to the frame with two steel pins, while the frame itself is held to the tractor by two more pins.

“I use it to clear snow off my driveway and also a neighbor’s driveway. It can push a lot of snow, and I’m always able to see where I’m going,” says Anderson. “The blade can be raised about 1 ft. off the ground. It’s highly maneuverable - I scrape snow one way, then



A pair of lift cables run over pulleys on front of tractor.

wheel around and come right back the other way. I can’t change the angle of the blade but I don’t need to.”

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Aluminum snow blade is raised and lowered by a winch lift that operates off vehicle’s battery.



Power Lift Makes Snow Plowing Easier

Ron Stoen makes aluminum snow blades for light trucks and ATVs. The blades are raised and lowered by a nifty winch lift.

The all-aluminum blades with their 4-in. rubber squeegee edge aren’t heavy. However, getting down to lower or raise the blade used to be a hassle, especially for Stoen’s son who was recently diagnosed with French Polio.

“It’s hard for him to get on and off a four-wheeler or out of a cab,” explains Stoen. “With the power lift, he can lower the plow and away he goes without every leaving his seat.”

The lift frame consists of two pieces of 1 by 2-in. channel iron with two crosspieces top and bottom. It has a mount that slides into

the universal 2-in. receiver hitch found on or easily attached to four-wheeler and pickup front ends. The winch is mounted at the bottom crossbar with the cable running up and through a pulley on the upper crossbar. It’s wired to the truck or four-wheeler battery with a control switch mounted in front of the operator.

“The entire unit weighs only 20 lbs. and is priced at \$250 with the winch,” he says. “The plow for the four-wheeler is \$595, while the pickup plow is \$995. The lift frame works with both.”

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