

Accessory "Plug-In" Panel

Tractor accessory hookups are made easier with a labor-saving hookup panel rigged up by John Paul Jackson and his son Mike, of Moweaqua, Ill.

Rather than run wires from each accessory to the battery, the Jacksons ran one hot wire from the starter side of the battery to a panel in the cab with four male-female type plug connectors, all mounted on a wooden panel attached to the wall of the tractor cab. This lets them quickly hook up or dis-

connect their accessories, which include a two-way FM radio, a spray monitor, an electric on-off switch for the sprayer and an anhydrous ammonia on-off switch. Since their other tractors are outfitted with similar accessory panels, they can quickly move equipment from one tractor to another.

The Jacksons installed an easily-accessible fuse in the main 8-ga. "feed" wire to guard against overload.



Adjustable Tractor Weights

When field conditions or extra loads require more traction, Greg Van Zanten of Colton, S. D., knows how to get it. He's outfitted his tractor with a set of "sliding" tractor weight brackets that let him shift 1,200 lbs. from the front-end of the tractor back near the rear wheels for extra traction.

The adjustable brackets, which bolt directly to the tractor

frame, are made of 1/2-in. flat iron welded into the shape of a "T" for hanging the weights. Four holes in the top of each "T" match holes in the tractor frame, and a bracket is attached to each side of the tractor. A long bolt through the weights locks them together as a set. The weights can be transferred in minutes back to the standard front-end bracket.



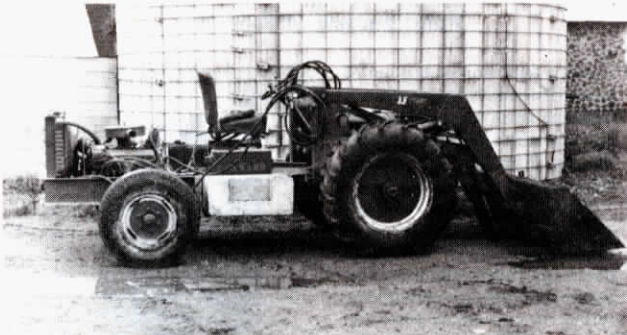
450-Bu. Gooseneck Grain Trailer

Ed Van Der Brink, of Alvord, Iowa, built his own high-capacity gooseneck grain trailer that hooks onto his truck and pulls at over-the-road speeds.

A 450 bu., double-discharge Parker gravity box rides on the trailer's frame, made of 3-in. by 3-in. square tubing. A salvaged truck rear axle and duals make

up the trailer's running gear. The gooseneck frame is built from 10-in. I-beams.

"I like this trailer better than four-wheel trailers," notes Van Der Brink. "I can travel faster on the highway and get back to the combine sooner. Also, the gooseneck trailer is much easier to maneuver into tight places."



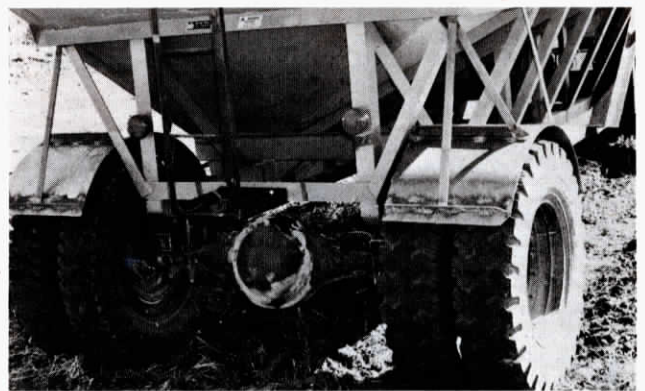
Rugged Tractor Loader

"It catches a lot of eyes," says Jim Ward, of Minesing, Ontario, about the self-propelled loader he built for cleaning barns, handling big bales, and general farm chores. This summer, Jim plans to equip it with a header and use it as a self-propelled swather.

The tractor was built from the ground up, using a school bus rear end, tires off a Case combine, and heavy 9-in. channel

iron for the frame. It was originally equipped with a 383 V-8 gas engine and powered through two transmissions. When the block froze and cracked last winter, Ward rebuilt the tractor with one transmission and a Perkins 203 diesel engine. Eventually he hopes to equip the machine with hydrostatic drive.

"We use it every day in our dairy operation. Our only worry



is that it may have too much power for the loader, and that we may crunch it one day when loading," says Ward, noting that the loader will move to other tractors.

Ward hasn't equipped the tractor with a pto, primarily because the gas engine had no governor to provide steady speed. His total initial invest-

ment in the tractor was \$500.

Ward has also built a smaller 4-ft. wide loader tractor.

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(Continued on next page)