



The trailer with 13 steam engines has 10 tires to carry the weight and is powered by an on-board boiler and separate steam tractor.

## Eye-Catching Collection Of Trailer-Mounted Steam Engines

Francis Lindauer packed his 8 1/2 by 21-ft. "steam trailer" with 13 engines, jackshafts, pulleys, pumps and more. Each engine drives a bunch of equipment. The late dairyman

bought the equipment at auctions all over the U.S.

"Dad had a passion for steam engines," says Mike Lindauer. "Most guys go for big

engines, but he picked up unique engines. We worked on the trailer for about four years."

Although the trailer has one vertical boiler that makes steam, it doesn't provide enough for all the engines onboard. When running the trailer engines, the Lindauers pull their Avery underslung steam tractor alongside and hook it up. The big engine provides steam via a regulator to a system of pipes that feed each engine.

Mike and brother Phil helped with the trailer and now carry on their dad's passion, taking it to shows and events. They are proud of the trailer and the bits of history on it.

"We made the frame and then started piecing things together," says Mike. "As it got heavier, we had to add more axles. It has 10 tires carrying the weight."

"I don't think he had a plan at the beginning," says Phil. "He just made-up things as he went along. It was just one thing added to another."

One example of that is the steam engine that powers an air compressor. It in turn provides air pressure for a tugboat horn and a whistle from a San Francisco streetcar.

"Everything runs something, every shaft turns," says Mike. "He liked to see jackshafts

and line shafts running."

Some of the unique engines include a marine engine and boiler from a small paddle boat that can run forward or backward. The smallest engine has a 3-in. piston and was one of 100 that ran sewing machines in a factory. It drives a threshing machine bushel counter. The collection also includes a Locomobile steam car engine and an unusual, inverted V drive.

"We do have two really unique engines," says Mike. "They are 3 and 5 hp. L.J. Clark engines used to power circus rides. They are thought to be the only two in the U.S."

Mike and Phil treasure the hours they spent working with their dad to build the trailer. For Mike, restoring steam engines beats the Chrysler muscle cars he worked on for 20 years prior.

"You can't go to a NAPA store and order parts," he says. "When dad started this, I got out of the car business. It is more of a challenge restoring a steam engine, and I like the people better."

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## World's Largest 2-WD Tractor Has A New Home

More than 40 years ago FARM SHOW introduced its readers to the world's largest 2-WD tractor, the 350 hp. Upton HT-14/350 (Vol. 4, No. 1). Built in 1978 by Upton Engineering in New South Wales, Australia, it had 30.5 by 33 by 20 ply tires on the rear, a 350 gal. fuel tank that weighed 3 tons empty, a drive axle with 65,000 lb. capacity, and a 1,500 lb. drawbar made from 4 by 6-in. plate steel that hooked to implements with a 3-in. thick pin. For various reasons, only one of the Upton tractors was ever built. That tractor was occasionally seen at farming events, and it drew big crowds.

Australian farmer David Bowden first saw the behemoth Upton in 2000 when he "made a few laps around a field in it." At the time, he said to himself "someday I'm going to own it." Several years later he got the opportunity.

Bowden says he saw a tiny newspaper ad in 2004 that said Upton Tractor For Sale. He rang the number and the person answering said "they could only identify it as a big tractor and yes, it's for sale." Bowden asked



David Bowden bought the Upton HT-14/350 from a newspaper ad in 2004 after it had been seized by Federal Police in Australia.

for the serial number and confirmed it was indeed the original. In short order, he learned the Upton had been seized by Australia Federal Police in a drug sting. Bowden says

he "scored it for a bargain," and now it's not for sale at any price.

When Bowden bought the tractor, it had been stored outside, basically neglected,

showing signs of faded paint and rust. After securing an oversized low boy trailer to haul it home, he restored it to like-new condition. Bowden says the tractor was in decent mechanical shape and he was able to restore the cosmetics to near original condition. He brought the tractor to the Mundulla Show in South Australia. Engineer and builder Carl Upton drove the tractor and says it's amazing to see that something he designed and built when he was 26 is still going strong. He credited its longevity to the outstanding welding fabrication work by one of his employees, noting that not a single crack appears in any of the welds after 42 years. The four-decade-old tractor showed its power at the show, out-pulling a modern 6-WD twin engine 450 hp. tractor and several other large units.

Upton and Bowden agree that the tractor may well outlast much newer machines because of its unique design and lack of modern technology features and equipment.

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## "One-Of-A-Kind" Tractor Has A Lift Ramp On Back

"My wife has mobility issues and I wanted to have her ride along when we went to tractor shows and parades, so I built a special platform and ramp on the back of an old Empire tractor," says Harold Boquist, a Nebraska tractor aficionado.

When Boquist bought his Empire 88, it was "basically a standard tractor equipped with a front plow blade," he says. "I removed the blade and did a frame-off restoration to refurbish the tractor."

Boquist overhauled the engine on his Empire and repaired the transmission and brakes. He modified the operator platform to accept two individual seats, one for him as the driver and one for his wife. Around the platform, he built framing to support a re-built Tokheim cab. He says the rusted cab he found at a farm auction was originally made for a Farmall H or M tractor.

"Back in the 40's those cabs were quite the deal," says Boquist. "They were made by the same company that built the old-fashioned Tokheim gas pumps. IH dealers sold the cabs for \$148, with optional cab lights and windshield adding about \$5 more."

Boquist rebuilt the old cab wider and taller, forming new metal doors, sides, a roof and the windshield surround. At the rear of the



tractor, Boquist built a special platform to hold Wilma's mobility vehicle when they drive in parades and attend shows. "She backs right onto the ramp; it raises up and she can get into her seat using grab rails. I made a battery-powered winch to raise and lower



Harold Boquist modified his Empire 88 with a platform and ramp. The operator platform has two seats for him and his wife. There is even a rack on the back that can hold a walker.

the ramp and even have a rack on the back to hold her walker."

Topping off his re-build is a shiny red paint job on the body, cab and platform along with gleaming harvest gold wheels. "There's not another one like it and we sure had a lot of

fun touring parades and shows and seeing the crowd wave and smile as we drove by," Boquist says.

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