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Jones built this replica of his dad's Cockshutt 570 tractor and moldboard plow using only his "mind's eye" for plans.

## He Built A Scale Model Cockshutt

Growing up on an Ohio dairy farm, Mark Jones says he avoided milking cows whenever possible, always loved machinery, and especially enjoyed seeing scale model tractors at farm shows. "Those little tractors really spurred my interest to build a scale model of my dad's Cockshutt 570 and two implements from scratch," Jones says.

Driving and working on his dad's Cockshutt Model 30 series tractors and eventually the 570 gave him a good understanding of tractor operation. He gained additional experience building road grading and concrete equipment for his employer, then restored his dad's Model 570. That was further impetus to build a mini model 570.

Jones says he's blessed with the ability to see completed equipment in his mind's eye before he starts building, so his process is clear and methodical, even without plans. He started the 570 after acquiring the transmission and drive train from a Cub Cadet lawn tractor. Jones liked the setup because it had dual disk brakes so two pedals could be used on the right side of the operator platform, just like a full-size Model 570. He built a stretched frame from 3/4-in. by 6-in. plate steel, incorporating the Cadet's rear axles and wheels. He had the front axle and wheels from another project.

A three-cylinder Perkins diesel engine supplies power for the mini. The tractor

has three forward gears and one in reverse. Jones made a straight pipe exhaust inside a larger sleeve that looks like an authentic muffler but produces a throaty growl from the engine. The driver sits on a two-person seat Jones built for safely giving rides to his grandkids. He had a local fabrication company make an authentic Cockshutt hood, front grille, and the panel to mount gauges.

The operator station has a full-size steering wheel mounted to a solid shaft operating through a worm gear that turns the front wheels. The left slide clutch is used to shift and two pedals on the right side activate brakes for each wheel. Painted with authentic Cockshutt colors, Jones says his mini is a spitting image of his dad's 570, exactly as he planned.

Jones made his project even more authentic by crafting a scale model 3-pt. 4-bottom plow for his mini. He made the top frame out of 2 1/4-in. channel iron and the moldboards are from a Cub Cadet plow. A 44-in. wide by 6-ft. long hay rack with scratch-built running gear rounds out his mini project. The rack carries miniature straw bales that Jones hand-tied with baling wire.

Jones completed all the replicas in 9 mos. while still working at his full-time job. His childhood memories have come full circle as he displays the authentic mini equipment at several shows throughout the summer. "I've never used the tractor for work, although the engine runs well and drives like a full-size model," Jones says. "I'm just happy to have it on display and give rides to the grandkids."

Contact: FARM SHOW Followup, Mark Jones, Oberlin, Ohio.

## Silo Trailer Attracts Attention

Edward Gross sees plenty of puzzled looks when he transports his Unadilla silo to tractor and auto shows. Besides obvious ties to agriculture history, the 10-ft. model draws interest at auto shows because it was built as a trailer by Lynn Truck and licensed as a 1940 Linn.

Growing up on a farm in New York State, Gross, 68, has collected enough old machinery to fill three barns. He's also interested in the history of local manufacturers and agriculture businesses. He purchased the Unadilla silo trailer about 14 years ago for his collection and started showing it recently.

Five other similar models were made by Unadilla Silo to advertise the wooden silos that were durable, competitively priced, and inexpensive to set up. Three models burned in a fire, and he doesn't know much about the other two.

"It was a creosoted silo," Gross explains, noting the creosote made the staves last

longer but was also the reason they had to quit manufacturing. His silo trailer was licensed for 24 years until it was put in storage in 1964. Other than putting on new tires, the model is in good condition, though the creosote has worn off. Gross protects it by keeping it out of the weather.

"Farmers remember the names Unadilla Silo and Lynn Truck. It starts conversations, especially with the generation I'm from. I remember chopping corn and blowing it into a wooden silo like this," Gross says. Next to it, he has a Papec model R Size 10 belt-driven ensilage cutter.

As part of his interest in sharing history, he plans to take the silo and ensilage cutter to The Farmers' Museum Tractor Festival in Cooperstown, N.Y., Oct. 12-13, 2024. He'll demonstrate how corn was cut and blown into the silos.

He welcomes calls from people who have information about Unadilla and the silo



Unadilla silo tractor was originally a model shown at shows built by Lynn Truck.

models and Papec cutters.

Contact: FARM SHOW Followup, Edward Gross, 305 County Highway 3A, Wells Bridge, N.Y. 13859 (ph 607-988-7963).



Belan Farms in Ontario converted a Deere 8820 self-propelled combine into a Corn Buggy by replacing the harvesting unit with a large grain cart tank.

## Combine Retrofitted Into A Corn Buggy

In the early 2000s, the heyday of Deere 8820 combines, Belan Farms in Ontario ran four of them doing custom work for area farmers. They bought a burned-out 8220 for parts and rather than scrapping it out, they replaced the harvesting unit and grain tank with a Brent Grain Buggy. They named the slick new creation the Corn Buggy and have used it for

over two decades.

Mike Belan says that adding the 500-bushel cart body to the combine frame required adding I-beams between the front and rear axles. They also replaced the standard rear axle and tires with a beefed-up frame, hydrostatic 4-WD, and larger tires.

Belan says the initial concept was for the

Corn Buggy to be a second grain cart in the field but visibility from the cab was poor and it was difficult for the operator to see while traveling alongside the combine. Instead, they parked the Corn Buggy at the end of a field, used their regular grain cart to fill it, and filled their semi-trailers from the Corn Buggy. The slick shop-built invention uses the combine's original auger system for unloading.

Like many ideas, Belan says their Corn Buggy idea came out of the blue and they just started building it. They had most of the parts and steel on hand. It was a good winter project that he figures cost them around \$10,000 and no more than \$15,000. Better yet, it's provided years of use without any breakdowns. A bonus is that after harvest, it's a handy rig to have around the grain bins to top off semi or move grain from one location to another.

Contact: FARM SHOW Followup, Belan Farms, Lambton County, Sarnia, Ontario.