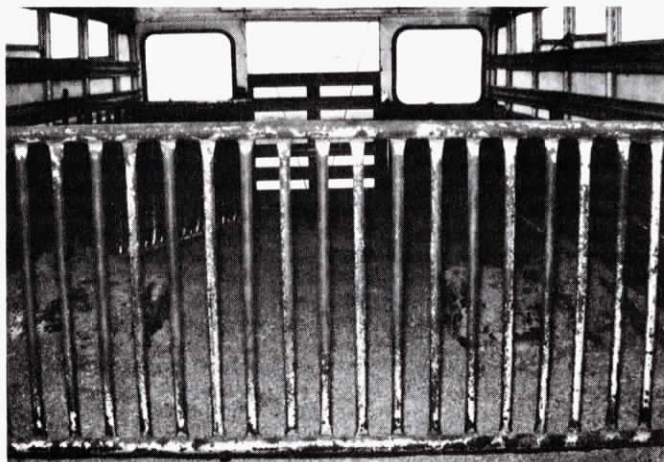


Look What They're Doing With Old School Buses



Pluhar's school bus sprayer has a 750 gal. tank and a 60-ft. boom.



Dividers bolted across the inside of Sargent's bus keep hogs from fighting and crowding.

Self-Propelled Sprayer

"Works great", says Montana farmer, Chuck Pluhar, of Cohagen, who converted an old school bus into a self-propelled field sprayer.

Pluhar bought the old bus from a bus company for \$1,200. "The engine had only 30,000 miles on it. I knew what kind of condition it was in and felt it was a good buy at \$1,200," Pluhar told FARM SHOW.

The bus had a short 150-in. wheel base and was designed to haul 24 passengers — small as school buses go. He took out the middle sections where the windows were, and moved the rear wall of the bus forward to just behind the operator's seat, creating a cab. A 750 gal. tank was mounted behind the cab, and the spray booms behind the tank. The roof over the cab is the original bus top.

"If you tried to convert a long bus into a field sprayer, you'd probably have to shorten the wheelbase," suggests Pluhar. "Otherwise, you couldn't turn very sharp in the field."

So far he's sprayed about 4000 acres of small grain with his home-

made "bus" sprayer. "It works great, although I did have to make some minor modifications. I built the hydraulic sprayer unit myself from components I bought, but the hydraulic oil was getting too hot. I revamped it so water in the tank now cools the oil."

Cost of converting the bus and building the sprayer was about \$5,000. Everything is controlled from the driver's seat, and the booms spray a 60-ft. swath. The booms swing up to a travel height of 13½ ft.

Pluhar put flotation tires on the front of the bus and eight tires on the back, four on each side, with the tread touching, to act as flotation tires. He notes that a key advantage of his sprayer is that it carries about five times as much water as most commercial self-propelled field sprayers.

Pluhar asks that you include your phone number in letters sent to him.

Contact: FARM SHOW Followup, Chuck Pluhar, Box 345, Cohagen, Mont. 59322 (ph 406 557-2809).

Hog Hauler

"This bus full of hogs handles better than a truck," says Dale Sargent, Eagle Lake, Minn., who's put 10,000 miles on a 1969, 60 passenger Chevrolet bus just hauling hogs.

"I can haul about 100 feeders or 45 butchers at once," Sargent reports. "Two dividers divide the bus into 3 pens to keep hogs from fighting and crowding. The dividers bolt to brackets mounted to the safety rail on the side of the bus."

Sargent removed the seats from the bus but left the old rubber vinyl floor intact. He says he changes the sawdust twice a year but continually adds fresh sawdust to keep the floor dry and clean.

Sargent also bolted railings from an old stock rack over the windows, a step he now feels wasn't necessary. "The windows are all I use for ventilation," he reports. "In the summer I open them to keep the hogs cool. In winter, I shut all the windows and

put plywood over the endgate so it stays warm in the back."

Other modifications Sargent made include making a divider out of plywood and insulating with urethane foam that seals off the driver's and one passenger seat from the hogs. He also moved the exhaust pipe towards the front of the bus, took out the emergency lights and painted the bus black.

The emergency door is replaced by an old roll-up Knapheide endgate. "The bus is the right height for loading out of one of our barns and, for the other barn, we use a hydraulic lift to load the hogs," Sargent points out.

He bought the bus for \$1,000 and has another \$150 invested in modifications, not including the tires.

Contact: FARM SHOW Followup, Dale Sargent, R.R. 1, Box 106, Eagle Lake, Minn. 56024 (ph 507 257-3945).

Self-Propelled Bale 'Bus'

"One man can pick up and haul 100 big round bales in one day, even if the field is 10 miles away," says Scott Miles, of New Richmond, Ind., whose self-propelled bale "bus" can move six bales down the road at 50 mph.

"I routinely pick bales up in the field traveling three to five miles per hour without stopping. This machine replaced three trucks that could haul three bales apiece, and tractors with loaders. Not to mention the men," says Miles.

He built the bale mover around the frame of an old 66 passenger school bus. The engine, mounted at the rear, drives through a 6-speed automatic transmission. A hydraulic motor,

belt-driven off the engine, powers the steering and bale-moving chain on the bed. A "control tower" built off to the side of the front left corner contains full controls. To load, Miles slips the fork under a bale, raises it to bed level and moves it back the width of one bale with the chain conveyor, leaving room for the next one up. The procedure is reversed to unload.

Miles, who's used the bale mover for nearly four years, says it can easily handle six 1,600-lb. bales.

Miles has blueprints available and is looking for a manufacturer.

Contact: FARM SHOW Followup, Scott Miles, Rt. 1, New Richmond, Ind. 47967.



Miles' bale bus picks up bales on the go at 5 mph and transports them down the road at 50 mph.