



School Bus Stack Hauler Moves Two Stacks At A Time

Using a tractor to haul one stack of hay at a time to his feedyard five miles away was too time-consuming for Ron Stear, so he built a double-stack hauler out of an old school bus to speed things up.

"We can haul 30 6-ton stacks a day, which is almost twice as many as we could before," says the Cozad, Neb., farmer.

He started with a 1976 Chevy school bus equipped with 3-speed automatic transmission and 366 cu. in. V-8 engine. He stripped the bus down to the chassis from the driver's seat back. He framed the back of the operator's compartment with 1 in. sq. tubing and enclosed it with sheet metal.

He mounted a Deere 200 stack mover bed on back of the bus and mounted a 4-cyl. engine out of an old Ford Ranger pickup lengthwise underneath the bus to drive it via a 5 gpm hydraulic pump on

the engine. Stear pulls a Hesston 60A stack mover behind the bus.

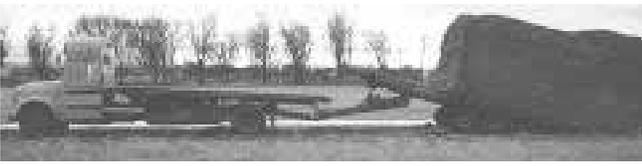
Stear built a hydraulically telescoping tongue out of 5 by 7-in. tubing. It mounts over the bus's differential and 3 1/2 ft. of travel allows Stear to pull the Hesston stacker up close to the Deere stacker to transfer hay when loading. He pulls a stack onto the trailer and then transfers it to the bus before picking up a second stack.

"Speeds of the stacker bed chains matched up pretty well," says Stear, "but I put a restrictor on the Deere to slow it down a bit."

The double-stacker's top speed is 30 mph loaded and 55 mph unloaded.

Out-of-pocket expense was about \$6,000, including the bus and Deere mover bed.

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"Car Tractor" Built From Pontiac Parts

Al Brusky, Green Bay, Wis., is a big fan of old IH tractors. He already had a pair of Farmalls - a Cub and an "A" - and liked both tractors but thought they were underpowered. So he used parts that he already had from a variety of 1961-68 Pontiac cars to build his own tractor that's patterned after both his Cub and the "A".

The tractor has a Pontiac engine, transmission, differential, tilt steering column and steering box, heater, 11 by 14 front flotation tires, front spindles, and rear brakes. It also has master cylinder brakes off an old GM car and a red Ford Pinto seat.

"When I started building it I didn't know what it would look like, but it turned out great," says Brusky. "It's about the

size of a Cub but the engine is set in line instead of off to the side like it is on a real Cub. The cab has tinted glass windows and an AM/FM cassette player, and the hood tilts forward for easy access to the engine. There's a hydraulic cylinder on front and back. I use the front one to raise or lower a 5-ft. wide, 1 1/2-ft. high blade that I use to move snow. I use the rear cylinder to raise or lower the drawbar."

Brusky used 2 by 3-in. steel tubing to build the frame and a length of 1/2-in. thick, 3-in. sq. steel bar to build the front axle, using the front axle design on an "A" as a guide. A U-shaped steel piece welded onto the frame keeps the front axle in place. The rear axle and posi-traction differential are from a 1963 Pontiac. Power is supplied by



Ball valve and oil reservoir mount on tractor fender.

Self-Contained Hydraulic Cylinder

To adjust a 3-pt. top link on a tractor without live hydraulics, you usually have to stop the tractor, climb off, and crank a turnbuckle-type top link. Dennis Lenart, Waco, Texas, replaced the turnbuckle with a self-contained hydraulic cylinder that requires no outside power.

The cylinder is connected by a hose to a ball valve and oil reservoir mounted on the tractor fender. The cylinder is free to move whenever the valve is open, so to change the angle of the implement he simply opens the valve. Once the implement is where he wants it he closes the valve.

"It really works slick because it lets me change position of the cylinder on-the-go. Saves a lot of time and hassle," says Lenart, who mounted the unit on his Kubota 24 hp tractor. "I came up with the idea after I bought a 3-pt. mounted box blade equipped with scarifier teeth on front. I got tired of

always having to crank the top link so that I could switch between digging and blading. I used it last year to dig a 4-ft. deep hole for a septic tank. I made one pass with the teeth down, then turned around and used the blade to carry the loosened dirt out. It made the implement a lot more efficient to operate."

Lenart drilled a hole in the center of a two-way ball valve, making it three-way, then turned it upside down and bolted a 1 1/2-in. dia., 8-in. high steel pipe reservoir on top of it. When the valve is turned on, oil can flow freely between the hose, valve, and reservoir. When the valve is turned off the oil in the reservoir is closed off from the cylinder.

Lenart is willing to sell plans for a fee.

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Loader Gives New Life To Garden Tractor

When his garden tractor turned out to be a dud for lawn-mowing, Paul List turned it into a great little front-end tractor for cleaning out cattle barns.

He bought the MTD tractor equipped with a 14 hp Briggs & Stratton engine and 42-in. mower deck in 1972. "But it was so heavy, it left tire tracks in the yard even when ground was firm and dry," says the Williamsport, Ohio, farmer. "When I got some cattle, I decided there had to be a way to adapt it to cleaning out the barn."

So he designed and built a front-end loader to fit the tractor. He used 2 in. sq. tubing to build the frame and arms of the loader and 1/4 in. thick sheet metal to build its 52-in. wide by 16-in. deep bucket. The loader operates on four 3-in. hydraulic cylinders with 16 in. stroke powered by a 20 gpm pump and 5-gal. oil reservoir mounted on front of the tractor.

He added a power steering system by installing a valve (operated with a 3/8 in.



bolt) underneath the steering column and a mounting cylinder off an old Ford car on the front axle.

Out-of-pocket expense was \$3,000 to \$4,000, as all parts were purchased new.

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a .040 overbored 455 cu. in., V-8 gas engine out of a 1970 Pontiac. A triple 50 roller chain connects the 400 Turbo transmission to the differential. He mounted a 20-tooth sprocket on the transmission and a 32-tooth sprocket on the differential in order to gear it down. "Top speed is 35 to 40 mph," he says.

He bought the 38-in. high, 18-in. wide lugged flotation rear wheels at an auction and had a mechanic make adapters to connect the wheels to the car's rear axle. "The adapter has two sets of bolts - an outer set that connects it to the wheel and an inner set that connects the wheel to the brake drum," says Brusky.

A hydraulic pump belt-driven off the

engine crankshaft is used to power the cylinders. Brusky uses a pair of levers on the left side of the dash to raise or lower the blade as well as the drawbar. He uses two more levers on the right side to operate the throttle and to shift gears on the transmission. The tractor has two brake pedals - one for each rear wheel.

He used 1-in. sq. steel tubing to make the frame of the cab and filled it in with sheet metal. The tinted glass windows were custom made. The door is on the left side of the cab and the 11-gal. gas tank is under the seat.

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