



Gerry Peterson's "GP General" is powered by a Deere 2-cyl. LUC engine. The "GP" stands for his own initials.

## Home-Built Tractor Great For Utility Work

"My wife encouraged me to build this chore tractor. It took countless hours but once I was done, I had a hard-working machine that gets a lot done," says Gerry Peterson, Regina, Sask.

"I first bought the back end of an Avery tractor from the 1940's. It had a chipped tooth in the second gear, which I repaired while doing a general rebuild.

"Next, I bought a Deere 2-cylinder LUC engine from a friend. The engine needed an overhaul and was started with a hand crank. I did the overhaul and installed a Wisconsin V4 ring gear and an Allis-Chalmers starter to replace the hand crank.

"The front axle came off a friend's 428 Cockshutt combine. The original tractor transmission had only three gears so I installed an IH truck 3-speed transmission as well, for a total of 9 speeds. The engine is joined to the IH transmission by a chain coupler and to the back end input shaft with a short driveshaft I made.

"The input shaft on the Avery tractor was obsolete so I cut it off with my lathe and installed a GM truck spline. A hydraulic pump from a 7720 Deere combine is coupled

to the crankshaft pulley at the front for live hydraulics. I have one hydraulic outlet at the back for an external cylinder.

"The power steering motor came off a Massey Ferguson 510 combine. The steering column came out of a Volvo highway tractor. It tilts and telescopes. The steering wheel is from a Plymouth Arrow and the alternator from a 1966 Chevy.

"I installed a relay to make a conventional ignition switch work with a magneto. The light switch also uses a relay. I installed three main gauges plus an hour meter, tach, and a hydraulic pressure gauge on the dash.

"I made the hood, grill, seat and 3-pt. hitch from scratch.

"The finished tractor works very well. I have made a snowblower and blade as well as a buzzsaw for cutting firewood. The saw mounts on the 3-pt. hitch. I also made a 3-pt. mounted sprayer.

"I call the tractor the GP General, using my own initials. It's painted Deere green and yellow."

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## "Best Snow Mover I've Ever Used"

If you've ever tried moving snow with a skid steer loader, you know a regular bucket is not the best snow handler around.

Jerry Shrum, a farm mechanics teacher in Whiteland, Ind., also does commercial snow plowing on the side. He bought a plate from his dealer that mounts on the loader in place of the bucket. It's designed to hold small implements. Shrum simply fitted it with a Western snowplow, designed for use on a pickup truck.

"I bought the mounting plate for less than \$100. A lot of people have a snow blade around - the kind with a couple of cylinders on it that angle and lift it. I bought a used one for \$50. Since the skidsteer has remote hydraulic outlets, I didn't need the hydraulic pump and motor you'd need on a pickup," he says.

The hydraulics on the skidsteer are faster and more responsive than with the pump that came with the blade, too. And, Shrum says, with the blade mounted in place of the bucket, you can put down-pressure on the blade so it will do a good job of removing

frozen snow and ice, too.

The mounting plate was a little light so he reinforced it along the edges and across the center by welding channel iron on the back. "It only took about three hours to reinforce the plate and get the plow mounted on it. It's something anyone can do.

"It takes only 30 seconds to switch from the blade to the bucket or back again, so when I'm clearing snow I take both along. The cylinders on the blade allow me to angle it left or right. With the skidsteer controls, I can tilt the blade so I can push snow up. I can pile it about 9 ft. high with the blade alone. Then I can put on the bucket and pile it higher," he says. When clearing a parking lot, that means less space wasted.

"It'll push a lot more snow than with the bucket alone. It's faster than pushing with a pickup, and it's the most maneuverable snow plow I've ever had," he says.

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"It lets us go fast and reduces compaction," says Dennis Hess, who converted a "Terra Truck" floater sprayer to pull a big liquid manure tank equipped with injectors.

## Floater Truck Converted To Pull 5,500-Gal. Liquid Manure Tank

"We have a custom manure hauling business and this rig lets us go fast both in the field and on the road. It also reduces compaction," says Dennis Hess, Fonda, Iowa, who converted a self-propelled "Terra Truck" floater sprayer to pull a big liquid manure tank equipped with injectors.

He started with an Ag Chem "Terra Truck" 1604 floater. He removed the truck's 1,600-gal. spray tank and boom. He mounted a pintle hitch between the rear wheels and added live hydraulics. He then bought a Van Dale 5,500-gal., tandem axle liquid manure tank originally designed to be pulled by a tractor. He removed the original hitch and replaced it with a gooseneck hitch that he built out of 15-in. steel I-beams. He also moved the tandem axles back toward the rear of the wagon to put more of the weight on the Terra Truck. The tank's vacuum pump and slinger are operated by the truck's live hydraulics.

To inject manure he mounted Vittetoe disc injectors on a 4 by 4 home-built toolbar that bolts onto the back of the tank.

Hess custom hauls about 40 million gallons of hog manure every year. "We can go down the road with a full load at 25 to 30

mph and inject manure in the field at 7 mph. Both the Terra Truck and the tank are equipped with big flotation tires so it has a smooth ride even when we go fast over rough ground.

"We remove the toolbar and injectors during the winter. If we ever want to pull it with a tractor again, we can put the hitch back on and move the wheels ahead in only a couple of hours.

"We paid about \$15,000 for the Terra Truck which we bought at an auction. It was in good condition and has about 200 hp. We bought the tank new.

"We mounted a hydraulic reservoir on one side of the truck and mounted an oil cooler fan behind the cab. We can vacuum manure into the side of the tank or top fill it. The tank originally came with a fill hole at the top on back. However, we wanted to be able to see the fill hole from the cab as we're loading the tank so we plugged up the hole on back and made a new one on front. A custom-made hatch and hydraulic-opened lid was then made to fit the hole."

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Shrum mounted a plate on skid steer loader in place of bucket, then fitted it with a snowplow designed for a pickup.



Cylinders on the blade allow it to be angled left or right.



He reinforced mounting plate along the edges and across the center by welding channel iron on back.