



The two 8N's sit side by side on a single set of front and rear axles.

Two 8N's Run Side-By-Side

When he retired from trucking in 1995, Bill Critchlow, Melita, Manitoba, became a tractor collector - in a big way.

He bought up old Fords and Ferris and began restoring them. His collection of restored tractors grew to about 40.

Then he hit on the idea of pairing up two restored 8N's to make a double tractor. "It wasn't that difficult," he insists.

After first restoring the two 1948 tractors, Critchlow removed the front ends and built a new longer front axle by cutting the ends from the existing axles and attaching them to the ends of an axle from a third tractor. He put supports under the two engines, positioned about a foot apart, and added a center pivot point for the new axle halfway between them.

To merge the rear ends, he cut both axles and axle housings in the same place (but on opposite sides) so he left both differentials and transmissions intact. He then welded the remaining axles and housings from each tractor together.

He rebuilt the steering so both steering wheels work. And he connected the rear brake cables to the brake pedals on both tractors so one person can drive them both.

This gave him two 8N's sitting side by side on a single set of front and rear axles. "There are two of nearly everything - two seats, two steering wheels, two transmissions, two



The differentials and transmissions from both tractors were left intact.

clutches, two clutch pedals, and two throttles," he says. Of course, with the engines there are also two batteries, two generators and two starters. And at the back, there are two PTO's and two 3-point hitches.

He intends to make one change in the twin tractors. "It would help if I could disengage both clutches with just one pedal, so this winter I'll be modifying the hook-ups and rods so I can do that. Then it will be easier to engage both transmissions at the same time," he says.

Contact: FARM SHOW Followup, Bill Critchlow, 171 Townsend Drive, Melita, Manitoba, Canada R0M 1L0 (ph 204 522-3438).

Twin "UB" Grabs Attention

Isaac Martin owns a tractor salvage yard and also collects Minneapolis Moline tractors, so finding parts to build a twin "UB" wasn't much of a challenge for him.

"The hardest part was figuring out how to put two differentials onto the rear axle," says Martin, Newville, Penn., adding that it involved quite a bit of precision cutting and welding.

Once he had the rear axle like he wanted it, he fitted it with two UB front ends, from the differential forward. One was made in 1953. The other is a year newer.

To keep the twin tractor as narrow as possible, there's only about 6 in. between the hoods. He says this makes it a little difficult to access the engines on the inside. While he has electric starters on both engines, he has only one alternator and battery.

Martin's Twin UB has a single operator's seat and steering wheel, but two engines, transmissions, clutches and differentials. One clutch pedal disengages both clutches. "I can use either engine or both to power the tractor," he says.

The front end from one tractor wasn't wide enough to support both engines, so he had to build a new one. "I used Moline spindles and hubs, but had to make a wider front axle



Isaac Martin built this Minneapolis Moline twin "UB" with a single operator's seat.

in order to set the tires far enough apart," he says.

He added hydrostatic power steering to make the tractor easier to steer. "The original UB's didn't have power steering. You could get it as an option on later models but it wasn't hydrostatic steering," he says.

He left the drawbars from the two tractors in place and added a third in the center of the twin tractor so now he can pull wagons or implements from any of the three.

Contact: FARM SHOW Followup, Isaac Martin, Martin Tractor Parts, 866 Green Spring Road, Newville, Pa. 17241 (ph 717 776-7542; fax 717-776-7327).



Clare Kerns put two A Farmalls on the same rear end. The tractor can be powered by either engine, or both.

Twin Farmall Causes Double Takes

After seeing a couple of side-by-side tractors that other collectors made by putting two tractors together, long-time Farmall collector Clare Kerns, Chambersburg, Pennsylvania, figured he could do it, too. The result is a tractor that is a real eye catcher at shows.

Kerns worked out a design that allowed him to put two A Farmalls on the same rear end and have it powered by either engine or both.

"Kerns bought two A's - one made in 1944 and the second from 1946. "Except for the year, the two tractors are identical."

The transmission and differential are offset to the right on the A. This allowed him to cut into the axle housing on the left side and attach the transmission from the second tractor. "I used the original rear axle from one of the tractors. It had a gear on the side opposite the transmission. I had that machined off and splines cut on it to match the other side, so I could attach it to the second transmission," he explains.

He centered the operator's seat and steering wheel. One clutch pedal disengages both clutches. With just one clutch pedal, he can power the tractor with either engine or both

at once. He left both throttles in place. "I thought about trying to hook up one throttle so it would control the speed of both engines, but if you're using both, you can match the speeds just by listening to and matching the pitch of the engines," he says.

Kerns made use of both sets of rear wheels by mounting duals on the rear axle. "I've used it for pulling and it does pretty well. Even with the duals, it runs out of traction before it runs out of power," he says.

While either engine can be used to power the tractor, Kerns put just one battery and generator on his double tractor. "It doesn't take two batteries to run it and I didn't figure I needed the second one, nor the generator, either," he says. But he notes that if he doesn't use the engine with the generator on it, he could run down the battery.

He says he did have to beef up the front end so it would be heavy enough to hold up both tractors. And he lengthened the drawbar. Overall width of Kerns' double A is only 7 ft., even with the duals in place.

Contact: FARM SHOW Followup, Clare Kerns, 870 D Menno Village, Chambersburg, Penn. 17201 (ph 717 264-9729).

Oliver 880 Twin Is A "Factory Original"

If Harry Barrick's Oliver 880 Twin looks like it just came off the factory assembly line, there's a good reason for that.

"Oliver actually produced the 880 Twin in the factory in the early 1960s, but they didn't make many. One source says there were six made and another says there were 12," he says. "I was fortunate to find pieces of one of them in a junkyard. The engines, hoods and nearly everything else were the same as those used on the regular 880's."

Barrick, an Oliver collector from Newville, Pennsylvania, used the parts he found and two other 880 singles to put together his own 880 Twin.

The parts he found from the original 880 Twin were the rear axle assembly and the pieces used to hold the two tractor front ends together. With those parts, he says putting the twin Oliver together was relatively easy.

As it came from the factory, the 880 Twin had two Shuttle Shift transmissions, so that's what Barrick put in his. "I've heard that when Oliver showed the 880 Twin to its dealers, they drove it out onto a gymnasium floor in a high school somewhere and then put one transmission in reverse and the other in forward and let it run in donuts on the gym floor while they talked about it," he says.

"The 880 Twins were sold for use in road



Harry Barrick used pieces of a factory-built Oliver 880 Twin that he found in a junkyard to build his own version.

construction," Barrick says. "I've been trying to track down any of the originals that still exist. I heard about one up in Saskatchewan. There was supposedly another in California that had been used to drag a horse race track. So far, I've not been able to find these two, or any of the others." He says he'd appreciate a call from anyone who knows where he could find any of the 880 Twins.

Contact: FARM SHOW Followup, Harry Barrick, 455 Center Road, Newville, Penn. 17241 (ph 717 776-5762).