

Amazing Oliver Pedal Tractor Collection

Donie Fischer, Waterville, Ohio, brought his Oliver pedal tractor collection to the recent Ohio Farm Science Review Show near London, Ohio. Showgoers were amazed by the neatly displayed collection of 55 working pedal tractors.

Fischer has a total of 55 pedal tractors, all in working condition.

He displays the tractors on a 25-ft. long wheeled cart with three shelves. He owns every one of the nine pedal tractor models that were made by Oliver. They include a Super 88, 880, 1800, 1850, 1855, Row Crop 88 (two versions), and White 1855. All the other ones he owns were custom built in recent years by friends Tom Magnuson, Rodney Cover and Gene Gregory.

Fischer hauls the tractors in a traveling toy museum - a 30-ft. long enclosed cargo van trailer - that he brings mainly to shows. Inside is a display of 1/64, 1/32, 1/16, and 1/8-scale toys and other Oliver memorabilia.

"Most people don't realize that most of my tractors were custom built. They think that some company must have mass produced them," says Fischer. "When I tell them the tractors aren't for sale, but that if they were

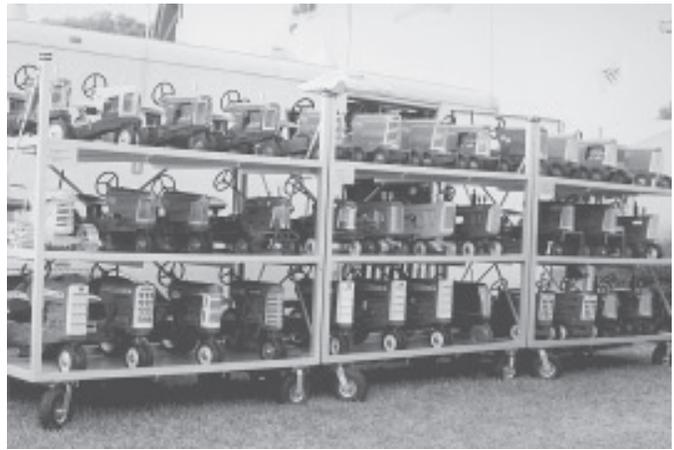
prices would start at \$2,000, they look at me like I'm nuts."

Fischer started collecting Oliver toys in 1972, in the early years of toy collecting. "My little boy was playing in a sandbox with two Oliver toys, when my friend asked me why I was letting him play with such valuable toys. He offered me \$500 apiece for them. People were just starting to collect farm toys then, and I happened to have two of the rarest toys going. That's when I decided to start collecting farm toys, as well as pedal tractors.

"I farmed with Oliver tractors for many years, as did my dad and grandfather. I also have a collection of 23 real Oliver tractors. The first Oliver pedal tractor was built in 1948. They are very hard to find."

Fischer says the rarest model of his nine original tractors is a 1960 Checkerboard 1800. "It was called a Checkerboard because it has a checkerboard grill. Oliver only made these pedal tractors for two years. It's worth about \$3,000 today."

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Donie Fischer often displays his collection of 55 working pedal tractors on a 25-ft. long wheeled cart with three shelves.



Pumpkin Patch Express takes passengers on a quick 20-minute tour of Scott McWilliams's pumpkin and cotton fields.

A Train Ride Through The Pumpkin Patch

Visitors to a Missouri pumpkin patch can ride in style to the fields on the Pumpkin Patch Express - a home-built passenger train.

"We built it to take families and school groups on a quick 20-minute tour of our pumpkin and cotton fields," says Scott McWilliams, who operates the McWilliams Pumpkin Patch near West Plains, Mo. "I tried to make it look as authentic as possible."

The 102-ft. long, rubber-tired train is made mostly from treated lumber and marine plywood. The steam locomotive up front was built over a Kubota 30 hp 4-WD tractor, followed by two passenger cars, a gondola, and a caboose. The four cars hold 50 to 60 kids at a time - 24 in each of the two passenger cars, 30 in the gondola, and 20 in the caboose. The gondola has removable sides, allowing wheelchairs to enter on a ramp.

Each car has two sets of 14-in. high, 4-in. wide wheels on front and back. "I used narrow wheels to make them look more like train wheels," says McWilliams. On each car, the axles ride on a triangular-shaped frame that results in a walking tandem axle effect to smooth out the ride."

The locomotive's round hood is made from rolled plastic and sets in a tapered frame. It lifts off for refueling the tractor. The loco-

motive has a fake compression chamber on each side, similar to a real steam locomotive, to hold pressure on the wheels.

"I just finished building it in September, but already I've hauled a lot of school kids on it. It's really popular," says McWilliams. "I added 40 ft. to our barn so that I can keep the train out of the weather. My biggest problem is that every organization in town wants to put it in parades. We feature a variety of attractions on our land including 4-horned Jacobson sheep, goats, Longhorn cattle, Scottish Highlanders, a corn maze, cotton, peanut and pumpkin fields. We drive the train on a route that takes kids by everything. The train weighs about 3,000 lbs. loaded with people."

McWilliams says he plans to install a cylinder inside the locomotive's smokestack to contain the heat from the tractor, allowing him to set old rags inside it to smoulder and create smoke. "I also plan to add a steam whistle, bell, Halogen lights, and an intercom system."

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Milton Ruppert enjoyed the challenge of building this 4-WD articulated garden tractor out of a pair of salvaged Cub Cadet garden tractors.

Two Cub Cadets Used To Make "Deere" Tractor

By C. F. Marley, Contributing Editor

Milton Ruppert, Nokomis, Ill., says he can push a lot of snow with the 4-WD articulated garden tractor that he built out of a pair of salvaged Cub Cadet garden tractors.

But what he really was after was to see if he could build such a tractor. He figured it would be an eye catcher in local parades, and it has been.

The tractor, which is painted Deere green and yellow, is powered by a Kohler 8 hp electric start engine and equipped with the power steering pump off an International Harvester 101 combine. It has two hydrostatic transmissions, dual wheels all the way around, and a 3-pt. hitch on back. Both axles are powered via a pto shaft that belt-drives the two hydrostatic transmissions.

"It looks something like a real 4-WD high horsepower Deere tractor, but I didn't model it after any particular model," says Ruppert. "It's built mostly from Cub Cadet components so some people gave me a hard time when I painted it Deere green and yellow. It's geared down and has a top speed of about 10 mph."

He used most of one Cub Cadet tractor on front, removing the front axle. The rear end off another Cub is located behind it. To connect the two drive axles together he welded a heavy metal plate between them and then added a swivel ball holder and a bracket to attach the steering cylinder. The tractor has a total of three swivel ball sockets that allow it to pivot on turns.



Dual-wheeled tractor is equipped with a 3-pt. hitch and hydraulic steering system.

A pair of 2 1/2-in. hydraulic cylinders, cut down to a 5-in. stroke, are used to steer the tractor's rear end.

He removed the Cub Cadet's steering unit and used the center steering with a 2-in. side piece to control a small lift valve. "I mounted the lightweight Kohler engine as far back as possible, but level with the main frame. To make sure the front end wasn't too heavy I removed the Cub Cadet's hood and used light gauge sheet metal to make the hood."

The 3-pt. hitch is original to one of the Cub Cadets.

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