

Bale Burner Manufacturer Teams Up With Baler Company

Topling Company in Scotland is a leading producer of state-of-the-art systems for heating farm buildings and grain drying.

Last summer Topling teamed up with Krone, manufacturer of the Krone Comprima V210 high density baler that will be used to fuel Topling's Big Straw Boiler. The giant bale boiler will produce 3,250,000 btu's from huge rape straw bales made by the baler.

The boiler was built for John Seed, who operates Woodend Farming Partnership in Scotland with his wife and son. Bales produced by the Krone are almost 7 ft. in diameter and weigh between 2,300 and 2,800 lbs. The bales average 14 percent moisture and 3 of them are placed in the boiler at once.

Seed says the new boiler holds more than 3 times the fuel that his older 450kW boiler did. Heat output is doubled, with the 3 big bales producing heat equivalent to burning

370 gal. of diesel fuel.

Topling says the design and control system of the Big Straw Boiler provides excellent combustion control to minimize emissions and maximize heat output. The boilers are used to provide continuous flow and on-floor grain drying for up to 600 tons of grain at a time. The company has also worked with groups of farmers to use its boiler for supplying a network of hot water for central heating and tap water systems. Tenants and property owners are realizing a lower cost heat source and also a potential income source for landlords.

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Boiler uses big 7-ft. dia. bales made by a Krone high density baler and holds 3 bales at once. The heat they produce is equivalent to burning 370 gal. of diesel fuel.

Truck Customization Now Easier Than Ever

For more than 50 years, Monroe Truck Equipment has been customizing new trucks or reworking older ones.

"All you need to bring is your imagination and ideas, and our engineering company can turn them into a 3-D CAD drawing," says Scott Hanewall, Monroe Truck Equipment. "With computer controlled welders and laser cutters, it's amazing what we can do. It's easier than it has ever been."

The company works with all size vehicles, from compact pickups and Ford Escapes to Class A Freightliners, Volvos and more. In the case of General Motors, Ford and Chrysler Ram trucks, Monroe maintains a pool of popular models of all three brands that a dealer can choose from. This speeds modification and delivery without waiting for factory available models. Once modified, the trucks are delivered to the dealer through the normal company transport system.

"FARM SHOW readers can go to any commercial truck dealer and ask for a Monroe truck body or other modification," says Hanewall. "Once selected out of our pool, the ownership of the vehicle reverts to the manufacturer, so everything is handled like a regular order."

Customization is as simple as installing dump, stake, platform and towing bodies to remaking cabs and controls. Modifications can include welding/fabrication, air ride suspension systems, frame alterations and hydraulic repairs. Cab re-do's include dual steering with stand up or seated right hand steering and controls. Other modifications consist of specially designed doors and windows, including rear doors with raised-roof cabs.

Cabs can also be modified for transport needs, such as the steel hauler cab that replaces passenger headroom with an extended rack for longer steel pieces. Roll-up doors behind the drivers door can make for easy access to storage space in extended cabs. The Isuzu 1/2 cab modification (also available on GM cabover trucks) moves the passenger seat so it's directly behind the driver, retaining seating for two while offering customized transport options.

Adding a sleeper unit to a medium-duty truck is another option, as is customizing the sleeper. Special handling systems such as rear forklifts and side lift arms are also available. The company manufactures a complete line of snow and ice control equipment as well.

"We also do CNG and LP gas conversions," says Hanewall. "Prices vary depending



Roll-up door behind driver's door on extended cab pickup makes for easy access to storage space.



Adding a sleeper cab to a medium-duty truck is another option.



Cab re-do's can include dual steering with stand-up or seated right hand steering and controls.

on what the customer wants, but we are very competitive. Just bring us the idea. We modified several full-size pickups with extended cabs for Saudi princes. They had everything from flat screen TV's and captains chairs to a fold out couch and even a hot tub in the back of one."

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Chris Rudloff restores everything from old pickups to Peterbilts. "We do a lot of '47 to '54 Chevy and GMC trucks, but we've also worked on Mercedes and other unusual models," he says.



Shop Specializes In Classic Truck Restoration

Chris Rudloff's customers get a feel for the quality of his work the minute he drives into their yards with the 1948 GMC 2-ton truck he uses to haul vehicles. For the past 11 years, he has built a reputation in a 500-mile radius around his Califon, N.J., Classic Custom Truck Restoration shop. While many restoration shops specialize in hot rod and muscle cars, Rudloff has a soft spot for trucks – from old pickups to Peterbilts.

"We do a lot of '47 to '54 Chevy and GMC trucks, but we've also worked on Mercedes and other unusual models," Rudloff says. He even rebuilt a 1951 ice cream truck for an owner who put himself through college with it. Now his son uses it to sell ice cream at corporate events to pay for his college tuition.

Customers often bring in a truck that's been in the family or used on the family farm, or a vehicle they buy that was similar to one they had when they were young. Rudloff even locates vehicles for some customers.

The Classic Custom Truck Restoration shop has tools to do everything, with a complete engine machine shop for rebuilds to fabricating equipment and homemade power hammers to build body panels and English wheels.

For folks who just want to remove paint, the business has a baking soda blaster.

"It won't hurt glass or chrome, and if the vehicle hasn't been taken apart, you can blast it, and you don't have to worry about damaging the engine. Baking soda wears

paint off rather than chips it off," Rudloff says. Soda's only disadvantages are that it can only be used once and that it doesn't remove rust or body filler.

Rudloff purchased the soda blaster after he agreed to help a friend restore an old truck, which led to renting a building, advertising the soda blasting service, and the start of his business. Initially, many customers just wanted the paint removed so they could do the rest of the restoration work themselves. Rudloff still offers that service, but 80 percent of his customers want the whole restoration.

He notes that he works with customers to give them what they want, but he emphasizes that his goal is to provide more than a restoration.

"I want something you will drive to use. I want you to have a realistic goal for money you are spending," he says, explaining that means tweaking the brakes or acceleration so that a customer feels safe pulling into traffic.

Prices range greatly depending on the vehicle's condition and how much work customers want to do themselves. Removing the paint from a 1954 Chevy pickup runs \$1,500 to \$2,000, for example, while a complete restoration can be anywhere from \$45,000 to \$60,000 – or more.

That's why Rudloff thinks it's important that a vehicle be useful after restoration.

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