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HAULS FOUR BALES AT A TIME FROM FIELD TO STACKYARD

"Two-Way" Bale Hauler Built From Old Truck

By Bill Gergen, Associate Editor

Instead of spending money on an expensive bale hauler - and to avoid wear and tear on his loader tractor - John Hughbanks, Harrisburg, Neb., built a unique, heavy-duty bale hauler out of an old International truck that gets bales off his irrigated fields fast.

It has two separate sets of forks on each end all of which are raised or lowered independently by hydraulic cylinders. It can handle four big bales at a time.

"It only lifts bales 18 in. off the ground so all we use it for is to get them off the field. Then we use a front-end loader to stack the bales. The great thing about it is that it frees up a tractor yet cost only about \$1,000 to build," says Hughbanks.

He started out with a 1957 International 2 1/2-ton truck and stripped it down to the frame, axles, and tires as well as the 265 cu. in. engine, manual 4-speed transmission, and rear end. He welded a cab off an old IH combine onto the middle of the frame. He made the heavy-built L-shaped loader arms out of 4-in. dia. oilfield pipe and then fitted them with 50-in. long forks made out of 3-in. sq. tubing. The loader arms are raised or lowered by 4-in. dia., 8-in. long hydraulic

cylinders that pivot on a pair of steel pipes that mount crosswise on each side of the cab.

"It has enough capacity and speed to almost keep up with the baler," says Hughbanks, who built the rig three years ago and has used it to haul about 2,000 bales each year. "I don't even have to stop when loading bales on front, but I have to back up to load the rear. I can travel up to 15 mph in the field and up to 40 mph on the road. I use a bank of four valves in the cab to raise or lower the forks. The bales weigh 1,300 to 1,400 lbs. apiece. To support the extra weight I added extra leaf springs which makes it ride a little rough. I also mounted dual wheels on both axles to make a much softer ride when crossing center pivot tracks.

"The truck has a 2-speed rear end but I locked it into low gear. I mounted a hydraulic pump on the engine crankshaft to provide live hydraulic power and to operate the hydraulic cylinders and hydrostatic steering.

"I paid \$200 for the truck, \$10 for the cab, and \$1 per foot for oil field pipe."

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Unit has two separate sets of forks on each end mounted on L-shaped loader arms.

Remanufactured Ford Tractors Look "Like New"

Old Ford tractors can be remanufactured to like-new condition for less than half the cost of a similar size new tractor, says Tom Armstrong, Wilkinson, Ind., who's doing a booming business remanufacturing old Ford 2N, 8N, and 9N tractors built from 1939 to 1952.

Armstrong completely disassembles each tractor and reassembles it to the manufacturer's specifications, adding or rebuilding parts as necessary. The remanufactured tractors come with a 1-year warranty.

"As far as I know, no one else in the world remanufactures old Ford tractors for sale. There's a tremendous interest in

them," says Armstrong. "I'm now gearing up to remanufacture Ford models made between 1952 and 1964. The reason there's so much interest in all of the old Fords is that they were so well engineered. It's estimated that a half million of them are still operating today.

"They're lightweight, safe, and have a low center of gravity and are easy to operate because they don't have a lot of bells and whistles. They have a manual shift transmission that's easy to operate, a hydraulic system, and a 3-pt. hitch.

"We make some of our own replacement parts. It typically costs \$4,500 to \$5,000 to have a tractor remanufactured. We also buy



The Litchfields fitted an old Allis Chalmers WC tractor with a Chevrolet 283 V-6 engine and mounted a Mig welder under an extra wide seat.

GREAT FOR MAKING REPAIRS IN THE FIELD

They Turned Tractor Into Mobile Welder, Generator

By C.F. Marley

At first glance, this WC Allis Chalmers just looks like a nicely restored antique. But it's hard to miss the fact that it's got a strange-looking engine under the hood and a big gray box under the seat.

Marshall and Kendell Litchfield, who farm near Macomb, Ill., say the nicely painted, modified WC is actually one of the handiest pieces of equipment on their farm. They almost totally rebuilt the tractor and equipped it with both a welder and a generator that they can take anywhere they need power or to make repairs.

They first fitted the old Allis tractor with a Chevrolet 283 V-6 engine, which required relatively little adaptation to fit. They did have to slightly notch the tractor frame to get it in between the rails and they made an adapter ring out of plate steel to fit between the engine and the tractor transmission. They mounted the original AC flywheel on the Chevy engine.

The engine is fitted with a governor from a Massey Harris combine and the cooling fan came off a Ford truck. The original gas tank had to be moved forward 2 in.

They mounted a mig welder under an extra wide seat (which they special-built for the tractor). They raised the operator platform up a few inches before putting the welder in place so that they could direct drive it with a belt off the original tractor



They raised the operator platform up a few inches before putting the welder in place so they could direct drive it with a belt off the original tractor pulley.

The belt and both drive pulleys are housed inside a sheet metal safety shield that they made. Raising the deck meant they had to raise the angle of the steering wheel which was accomplished by adding universal joints to the steering column.

A WinPower generator mounts under the rear axle and is direct-driven by belts off the tractor pto.

A metal box on back of the tractor is wired to the generator. It houses three plug-in outlets for powering tools, and a 12-volt battery for DC power.

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tractors that we remanufacture and then offer for sale."

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