

6-WD Army “Snowplow” Truck

“It’s built tough and, with 6-WD, it has a lot of traction,” says Chris Kirkland, Mansfield, Ill., who converted an old 2 1/2 ton Army truck into a snow plow/salt truck. It’s complete with an 11-ft. wide blade on front and a live floor, stainless steel box on back with a spinner spreader.

Both the blade and bed came off an old state highway truck. Kirkland also salvaged the truck’s entire hydraulic system and some safety lights.

Kirkland is the local road commissioner and uses the truck to maintain roads in his township. “It was a low budget job but it was fun to do, and it turned out nice,” says Kirkland. “I built it because I wanted a cheap truck without worrying about getting it dirty or rusting out. Army trucks are well maintained by the military, and they’ve never really been in salt. The Army truck I bought had 40,000 miles on it and was in great shape. I paid \$2,500 for the Army truck, and \$3,500 for the snowplow truck. I

could have bought a worn out state highway snowplow truck for \$7,000 to \$10,000, but it wouldn’t have 6-WD and it wouldn’t be built as strong.

“The entire project took 10 days to complete. After everything was installed we were amazed there were no leaks and everything worked perfect.”

The Army truck is powered by a turbo-charged White diesel engine and 5-speed transmission with high and low range. The truck came with a pto-operated winch on front. Kirkland removed the winch and uses the pto to drive an add-on hydraulic pump, which raises and lowers the blade and swings it from side to side. It also powers the conveyor chain and spinner spreader.

The engine had 135 hp but Kirkland turned the injector pump up to boost the power. He also made changes to the cab’s factory heater to make it more comfortable, removing the heater from the engine firewall and installing it in the floorboard of the cab.



Chris Kirkland converted a 2 1/2-ton Army truck into this snowplow/salt truck. It has an 11-ft. wide blade on front and a live floor box on back.

“We ran the hoses inside and hooked it into the defroster ductwork. Now the cab gets so warm that I can wear a T-shirt when plowing snow,” says Kirkland.

“I’ve used it for two months and really enjoy it,” says Kirkland. “The front wheel drive works nice. I operate the pto pump in high range while spreading half sand and half salt on main county roads. I put the pto in low when I’m just plowing out in the

country.

“I plan on taking the hard top off during the summer when spreading fine gravel chips on roads. By removing two bolts the whole top can be lifted off, and the windshield can be folded down.”

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Slick Swather Snowblower

“The hydrostatic drive makes it great for blowing snow,” says Nathan Christiansen, Albion, Idaho, who converted an Owatonna swather into a giant snowblower.

He started with a 10-ft. wide Owatonna swather and an 8-ft. wide snowblower. He added 1-ft. wings made of 3/16-in. sheet metal to each side of the blower to match the swather’s tire track width. He also installed a heater in the cab.

He welded 4-in. sq. steel tubing on back of the blower to make mounting brackets, with four pins used to secure the swather. The same cylinders that originally controlled the swather’s table height are used to control the snowblower height.

The pto shaft on the swather ran counter to the pto drive on the blower so it needed to be reversed. So he mounted a 15-in. implement tire on the blower drive and a wide pulley that turns against the tire so it reverses drive direction. He got the idea from a story featured in FARM SHOW some years ago (Vol. 21, No. 6).

“By adjusting air pressure in the tire, I can adjust blower slippage to protect it from damage if a foreign object goes through it,” says Christiansen, who uses the swather snowblower on his ¼-mile driveway.

“With hydrostatic drive I can go as slow or fast as I want without overloading the snowblower and burning up the clutch.



The snowblower throws snow out 50 ft. or more.”

Cost of the project was about \$800 including \$500 for the swather and \$5 for the

snowblower.

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“It throws snow out 50 ft. or more,” says Nathan Christiansen, who converted an old Owatonna swather into a giant snowblower.



Ivan Pettit designed a snowplow to fit his 1949 Allis Chalmers G tractor. It’s raised and lowered by an electric winch.

Allis Chalmers “G” Fitted With Snowplow

When Ivan Pettit plows snow on his 100-ft. long driveway, heads turn. That’s because he designed a snowplow to fit his 1949 Allis Chalmers G tractor. His son Gordon and grandson Jonathan helped with the welding and cutting.

The snowplow measures 4 1/2 ft. wide by 2 ft. high and is raised and lowered by an electric winch and 12-volt battery that mount on a home-built subframe. The winch, originally designed for use on an ATV, acts on a pulley system that’s located behind the tractor’s front axle.

“To raise or lower the blade all I do is press a button,” says Pettit.

A pair of 2-in. box steel rails support the plow and are attached separately by a steel plate, which extends up to anchor bolts on each side of the tractor’s transmission hous-

ing (where a cultivator or other implement would normally be attached). A 3/4-in. hitch pin goes through the plates and rails, allowing the hinging action needed to raise and lower the plow.

“I had been using a walk-behind snowblower, but the tractor sure beats walking,” says Pettit. “The only limitation is that I can’t change the angle of the blade, but that isn’t much of a problem.

“I spent about \$300 to build it. My son Gordon already had the snowplow blade. I added the 12-volt battery because I didn’t want to alter the tractor’s original 6-volt system. I have to recharge the battery occasionally using a separate charging unit.”

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Satellite Dish Makes Good Insulated Waterer Cover

FARM SHOW readers have found many ways to recycle old satellite dishes. Gackle, N. Dak. farmer Roger Gutschmidt has yet another take.

He noticed that his unused 9-ft. dia. aluminum dish would fit perfectly on a 9-ft. dia. rubber tire water tank.

“To turn it into a tank lid, I first cut a large half moon shaped hole out of the dish. I wanted the hole large enough so 2 to 3 cattle could drink at one time,” he explains. “To prevent the cattle from cutting themselves on the sharp edges, I slit some 1/2-in. anhydrous ammonia hose, slipped it on and pop riveted it in place on the upper and lower edges.”

Gutschmidt then sprayed about 50 cans of triple expanding insulating foam on the underside of the dish. This resulted in a 4 to 5-in. layer of hard foam insulation. Then he mounted the dish to the tire with 4 by 1/4-in. lag screws.

“The foam has excellent adhesion and doesn’t seem to be affected by moisture,” he points out. “On the straight side of the drinking hole, I attached an old piece of tire inner tube (from a 30.5 L by 32 tire) to act as a curtain that traps the heat expelled from the riser pipe in the middle of the rubber tire tank.”

“I saved the piece of metal I cut out for the hole so the tank can be completely covered when it’s really cold like 30 or 40 degrees below. You can cover it up at night when most of the cattle aren’t drinking anyway. Then, right away in the morning, you can take the cover off,” says Gutschmidt.



Old satellite dishes can be made into insulated water tank covers, says Roger Gutschmidt, who mounted a 9-ft. dia. satellite dish on a rubber tire water tank.



He says the neighbor he made the waterer for absolutely loves it. It’s lightweight, easy to take off in the summer, and will never rust.

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