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100-FT. LONG “WAGON TRAIN” CARRIES 612 FLAGS

Patriotic Farmer Delights Parade Crowds

Everyone loves it,” says 85-year-old Frank Fradette of Eastman, Wis., about his 100-ft. long, 10-wagon “flag train” that’s decorated with 612 colorful U.S. flags.

Last year Fradette appeared in 24 parades. The train consists of a John Deere Gator pulling 10 wooden wagons covered with U.S. flags. Usually his wife ClaraBelle rides with him in the Gator. Neighbor kids sometimes ride in the wagons.

Setting up takes a minimum of 3 hours. Everything was made so that it can be torn down and reassembled fast. When it’s all broken down, everything will fit into one 8-ft. wide by 24-ft. long aluminum trailer.

“It’s a lot of work and time, but I enjoy it. My only regret is that I didn’t start doing this when I was younger,” says Fradette. “People salute as we drive by at parades, and sometimes they give us a standing ovation. Occa-

sionally someone will ask me, ‘Why do you go to all that work - especially at your age?’ I tell them, ‘It’s a good thing not everybody’s like you or we wouldn’t have parades.’”

Frank and ClaraBelle buy flags year ‘round “whenever we can find them on sale. There’s a lot of money invested in them. The seven largest ones cost about \$15 each, but most are of the \$2.49-or-less variety. I drilled holes in wooden 2 by 4’s to hold the flags.”

For more information, contact: FARM SHOW Followup, Frank Fradette, RR 1, Box 198, Eastman, Wis. 54626 (ph 608 734-3173).



Fradette’s wife ClaraBelle usually rides with him in the Gator.



Leahy’s “Trucktor” consists of the back half of a 1940’s Farmall H tractor and the front half of a 1960’s Chevrolet 2-ton truck.

BUILT FOR PARADES, TRACTOR PULLS

Truck-Tractor Combo Built “Just For Fun”

Kenneth Leahy, Pleasant Plains, Ill., got the idea for this “trucktor” and asked Don Moss of Tallula, Ill., to build it for him.

“It gets a lot of attention at every parade or tractor pull I take it to,” says Leahy.

It consists of the back half of a 1940’s Farmall H tractor and the front half of a 1960’s Chevrolet 2-ton truck.

Leahy brought both ends to Moss and let him figure out how to marry them together.

“It was fairly complicated to build,” says Moss, who spent about three weeks on the project.

“I made a plate of 1/2-in. thick steel to fit the bell housing of the truck transmission and flared out both sides so they’d fit just inside the truck frame. I added 1/2-in. thick gussets to form a box to add strength. I then bolted the plate to the tractor and welded the boxing to the truck frame.

“I made a 1/4-in. thick adapter plate for the clutch by forming two ‘donuts’ the same size as the clutch plate. I took the yoke off the driveshaft of the truck and welded that to the donuts.”

The driveshaft connects directly to the tractor driveshaft. Only the truck clutch is used when in operation since the gear of the transmission on the tractor, which acts as high/low range, is set before the truck is started.

The one-of-a-kind gearing is ideal for “slow races” often held at tractor pulls, Leahy notes. “It’ll run at a snail’s pace ‘creep.’”

Cost to join the truck and tractor was about \$1,600.

Contact: FARM SHOW Followup, Kenneth Leahy, 26 Circle Drive, Pleasant Pines, Ill. 62677 (ph 217 626-2010, or Don Moss, R.R. 1, Box 27, Tallula, Ill. 62688 (ph 217 634-4158).

Giant Blow-Up Ear Of Corn

Customers won’t miss your roadside sweet corn stand when you set out this giant inflatable ear of corn from DesignScapes of Philadelphia, Pa.

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