

3-Pt. Culti-Weeder Blade “Works Better Than Anything On The Market”

“It does a better job of killing weeds and conserving soil moisture than any other tillage implement I’ve ever used,” says Steve Dixon, Brant, Alberta, about his 3-pt. “culti-weeder” - a simple 3-pt. mounted blade that he runs just below the soil surface.

The 7-ft. blade slopes at a 35 degree angle toward the front. Dixon, who grows small grain crops, built the unit after he became dissatisfied with the tillage implements he had been using. He pulls it behind his International 574 50 hp tractor.

“The blade lifts the ground and loosens it so much that the weeds dry out right away. It leaves the soil very fine and also leaves trash on top to conserve moisture,” says Dixon. “I built it two years ago and use it mainly during the spring and summer to control weed growth. I go at about 6 mph and work the ground 4 to 6 in. deep. Even though the blade is only 7 ft. wide I can do a lot of work in a day. I’m convinced that it could be made up

to 12 ft. wide and work just as well. I built it because I think that field cultivators, disks, and rod weeders dry out the ground too much. It works somewhat like a rod weeder but it lifts the ground higher which results in a better weed kill. It also holds up to rocks better than a rod weeder.

“In many cases the blade leaves the ground ready to plant so that I don’t have to use my field cultivator at all. It really shines in dry weather. One year we had a bad drought which resulted in average barley yields in the area of only 6 to 8 bu. per acre. However, my barley averaged about 40 bu. per acre. My neighbors were amazed at how much moisture was in my ground.

“I also made a smaller model for my garden tractor which I use in my big garden. I had been using a cultivator and then a rototiller before I planted. Now all I do is till with the blade and then plant.”

A local company is building units for sale



“It lifts ground and loosens it so much that weeds dry out right away,” says Steve Dixon about his 3-pt. “culti-weeder” blade. It slopes at a 35 degree angle toward front.

at \$1,250 (Canadian).

City Welding, Rt. 1, High River, Alberta T1V

Contact: FARM SHOW Followup, River 1N1 (ph 403 601-2040; fax 2433).

Allis WC Converted To 4-WD

You can do a lot of work with a vintage WC Allis tractor but Dennis Landwehr figured he could do even more if the tractor had 4-WD. So the Ketchikan, Alaska, do-it-yourselfer set out to make the modification.

He bought a 1941 WC for \$650 and then found a front axle off a junked 1 1/2-ton 4-WD Dodge military vehicle. He also picked up a transfer case off a 1970’s Ford pickup.

Dennis, with the help of his brother, installed the transfer case in the tractor with the goal of keeping the tractor as short as possible. They first took off the tractor’s mid-mounted cultivator hoist and shaft. To their surprise, the input shaft on the transfer case matched up perfectly to the output shaft on the WC’s transmission. But connecting the transfer case to the rear end was not so easy. They used the WC’s rear end coupler and cut the ears off the output U-joint on the transfer case, and then used a stub shaft to align the two shafts and weld them together. Then they sealed up the rear end with a piece of the cultivator hoist casting.

The Dodge front axle mounted on a subframe that fit beneath the original tractor frame. With some additional modification, Landwehr attached it to the other output shaft on the transfer case.

He installed 14.9 by 28 tires on back. To make wheels for the front, he cut the hubs off the Dodge axle and centered them on a couple of Deere manure spreader rims, fitting them with 11.2 by 24-in. tires.

A steering box from an old Dodge van provided the steering linkage.

“When we got it all set up and ready to go, we found out we had calculated the gear ratios wrong. So we built a small gear reduction box and installed it under the frame between the transfer case and front axle. After that, I immediately used the tractor for two full days of hauling manure and it worked great,” says Landwehr, who plans to add a front pump and live hydraulics.

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WC’s front axle is off a junked 1 1/2-ton 4-WD Dodge military vehicle. To make the front wheels, Landwehr cut the hubs off the axle and centered them on a couple of Deere manure spreader rims, fitting them with big 11.2 by 24-in. tires.

“Hybrid” Track For Skid Loaders Combines Rubber And Steel

“Our new ‘hybrid’ track for skid steer loaders combines a rubber surface with steel guides. It offers all the advantages of rubber and steel,” says Eugene Breker, Fargo Products, Fargo, N. Dak.

The new track is fitted with steel alignment guides and patent pending, replaceable polyurethane traction bars which can be replaced by unbolting them from the guides. The track itself can be shortened or lengthened to accommodate different tire sizes or axle spacings by removing one of the bars, then splicing in a new section of rubber belt.

“It solves many of the problems with both rubber and steel tracks,” says Breker. “Steel tracks can’t safely be driven on concrete or asphalt and weigh more than rubber tracks, which results in more power loss. Rubber tracks ride softer and are less damaging to concrete and asphalt, but are also more expensive. Another problem is there’s no way to tighten rubber tracks on a skid loader. As a result, you may have to replace the original tires with smaller ones in order to get the

correct belt tension.

“Conventional rubber tracks have rubber guides, which don’t keep the belt in alignment as well as steel guides. As a result, the tracks have to be tensioned tight in order to keep them from coming off the tires. If one of the machine’s tires on one side turns faster than the other one, this tight belt tension can damage the drive train. To prevent the problem you can remove the drive chains from the front wheels, but that leaves only one set of wheels driving.

“Our tracks can be run with low tension so you don’t have to keep them as tight and worry about damaging the drivetrain. And if you trade for a new skid loader model, you can transfer the tracks to the new machine.”

Breker says the company offers two sizes of tracks, one for skid loaders equipped with 10.00 by 16.5 tires and the other for machines with 12.00 by 16.5 tires. Prices range from \$3,100 to \$3,400 depending on the skid loader’s axle spacing and tire size.

Contact: FARM SHOW Followup, Fargo



New track for skid loaders is fitted with steel alignment guides and replaceable polyurethane traction bars which can be replaced by unbolting them from the guides.

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