



## School Bus Cattle Transport

An old school bus with a burned-out motor converted into a "top of the line" cattle hauler on the Lawrence and Terill Adamik farm near Arnes, Manitoba.

"We bought it to haul cattle from one pasture to another. When the motor failed, we got the idea of converting it to a trailer to eliminate the labor required to maintain a motor, transmission and rear end," says Lawrence Adamik.

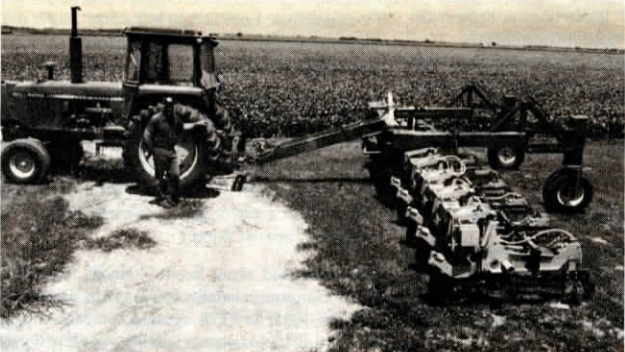
"We cut the cab off directly behind the side door, leaving 4 ft. of frame extending out front. We made a gooseneck out of used 4 by 6-in. box iron and used a heavy pipe and plate for the swivel hookup. It simply drops onto a hitch pin mounted on the deck of our 1-ton truck.

"We closed the front of the bus off with a steel pipe frame, lined with plywood inside and corrugated steel on the outside and put steel grating over the windows.

Animals are loaded through the rear door, which was removed. A pair of sliding steel grates cover the rear opening in transport. A ramp, made out of scrap iron and planking, slides up under the rear door between the frame and the floor. The floor is covered with plywood to prevent slippage. A partition, made of tubing and covered with plywood, is used to keep cattle close to the front when you're only hauling a few head. Keeping the cattle towards the front improves traction."

Total cost for the miscellaneous parts, and including \$150 for the used bus, was \$460.

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## Home Built Caddy Carries Pull-Type Cultivator

A home built caddy lets Paul Pierce, Sullivan, Ill., carry his 12-row, 3-pt. Orthman cultivator behind a Deere 4240 2-WD tractor, sparing him the cost of a larger tractor.

The 17-ft. long caddy, built with 8 x 8 in. tubing, consists of an 8 ft. tongue followed by two 9 ft. long beams set 120 in. apart. The rear ends of these horizontal beams are supported by 2 vertical beams set on two 12.00 x 16 rigid wheels. The wheels, hydraulically assisted, lift the rear end of the cultivator and set the pitch and depth of the shovels. The tractor's 3-pt. hitch lifts only the front of the cultivator.

"The cultivator weighs over 10,000 lbs. but the caddy takes most of the weight off the tractor," says Pierce. "The 3-pt. hitch carries about 4,000 lbs. and the wheels carry about 6,000 lbs."

According to Pierce, the caddy lets him

use a lighter, more economical tractor than otherwise would have been possible.

He'd been pulling a 12-row Buffalo 3-pt. cultivator with a Deere 4630 tractor. He has since sold that tractor and now pulls the Buffalo cultivator with a Steiger Puma. "The 4630 was barely enough tractor to pull the Buffalo 3-pt. cultivator. Even with weights on front of the tractor, it was dangerous to drive. Just hitting a bump in the road, the front wheels would 'float' - it was that light in front.

"This Orthman cultivator is as heavy, or heavier, than the Buffalo model. However, with the caddy, we can pull it with the smaller Deere 4240, which we already had owned. The 4240 costs about \$15,000 less than a 4630 and does just as good a job."

One might think that to stay on the row, a pull-type cultivator would need an automatic guidance system. "Not so," says

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Harold M. Johnson, Editorial Director

## "Walking Axles" Gently Float Baler Over Rough Ground

"These homemade walking axles with offset duals gently float my Deere 530 round baler over center pivot wheel tracks and other rough ground," says Roy Sauder, who grows irrigated alfalfa on his farm near Bridgeport, Neb.

Until he made the walking axles, Sauder says deep ruts and center pivot wheel tracks were "tearing up" his baler. "The 530 baler makes a 1,800 lb. bale and all that weight is on a single axle. Every time the baler would drop into one of those ruts, it practically jerked me out of the tractor seat. What's more, I was tearing up the cam tracks which run the hay pickup teeth. I haven't replaced a cam track since I built these walking axles two years ago."

Sauder removed the original wheels and short stub spindles on the baler and replaced them with two 5 ft. long walking axles and four offset dual tires. He then ran 2 in. dia. shafts through the center of each axle, welding them onto 6 x 6 x 1 in. steel plates bolted to each side of the baler.

Sauder also built hubs to fit four new 10.00 x 16 in. tires, mounting the tires on



both ends of each axle. Each front tire is positioned outside the walking axle, and each rear tire inside the axle. Viewed from the front or rear, the tires on each axle are about 10 in. apart "It gives you the effect of 10 inch duals for reduced soil compaction," explains Sauder. "When I get ready to trade in the baler, I'll just unbolt the walking axle unit and bolt on the baler's original axle and wheels. Nothing has been altered on the baler so the walking axles won't affect its trade-in value. And, if necessary, I can reinstall the walking axles on the next new Deere baler I buy."

Sauder figures the walking axles cost him less than \$500 in labor and parts.

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Pierce, "at least not on our level ground."

A mirror inside the tractor cab lets Pierce monitor 1 row and the cutaway disks on either side of it. "With the mirror, I never have to turn around to look back," notes Pierce.

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