

**“Made
it
Myself”**

Some of the best new products we hear about are “made it myself” innovations born in farmers’ workshops. If you’ve got a new invention or favorite gadget you’re proud of, we’d like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so, where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? (Send to: FARM SHOW, Box 1029, Lakeville, Minn. 55044)

Harold M. Johnson, Editorial Director



Bidirectional Loader Tractor

When Ronald Schultz, Truman, Minn., needed a high capacity loader tractor for moving dirt and gravel and clearing land, he decided to fashion his own “industrial strength” bidirectional loader tractor.

Schultz mounted an Arts-Way 6000 loader equipped with a 9-ft. bucket on the rear of an International 4100 4-WD, 4-wheel steer industrial tractor. He added an extra steering wheel and set of clutch and brake pedals which he connected by cable to the original pedals. An extra hydraulic motor and hydraulic control valve lets him direct oil from one steering wheel to the other. He added an extra frame for the seat backrest so that by removing two pins he can reposition the backrest on the opposite side of the seat.

“It works great and has twice as much strength and capacity as most farm tractor front-end loaders,” says Schultz, who started using the bidirectional tractor six years ago. “I’ve used it to fill in several old ditches and to haul dirt from ditches that had been cleaned out. The loader works great for pushing trees over and rooting them up. I didn’t want the loader up front because it would’ve been too far out ahead to see well, and the loader uprights would’ve been mounted directly above the front axle where they’d block my view. Also, the dealer told me I’d

need two tons of weight on back just to hold the tractor’s rear end down.”

The tractor’s 4-speed transmission is equipped with high-low range. Forward control is on one lever and high, low, and reverse controls are on another. Both transmission levers are on one side of the seat while the hydraulic control lever is on the other side. “Whenever I reverse directions I use my opposite hands to operate the controls,” notes Schultz. “Reverse works only in low range so I have four speeds for doing loader work. The only time I use high range is on the highway.”

Schultz bolted the loader’s quick-tach vertical uprights directly to the tractor’s frame. He bolted a length of channel iron to the rear of the operator platform and mounted the extra steering wheel on it. He installed a hydraulic motor under the extra steering wheel and mounted a hydraulic control valve on the hydraulic steering line to divert oil from one steering wheel to the other.

The tractor’s rear tires were worn smooth so Schultz retreaded them. He bought the loader new for \$5,000 and the tractor used for \$5,500.

Contact: FARM SHOW Followup, Ron Schultz, Rt. 2, Box 217, Truman, Minn. 56088-9625 (ph 507 776-3766).

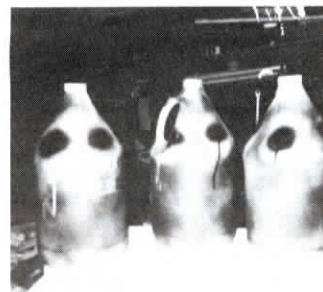
“Eyeball” Scarecrows Made From Hilex Jugs

“They cost virtually nothing to make and work great because the jugs closely resemble the body of an owl,” says Herbert Stewart, Cornell, Wis., who spray paints Hilex jugs to look like owls and scare birds away from his machine shed.

Stewart got the idea from commercial eyeball scarecrows that are shaped like a beach ball and covered with a reflective eyeball-like design of concentric circles that scares birds. He washes the labels off jugs, then paints a few areas of the jug a metallic brown so it resembles the brown and white color of an owl. Then he paints four “eyes” around the neck of the jug. To make them he paints a yellow circle first, paints red over it while letting some yellow show, then paints a small black spot in the center of the red circle. He runs a wire through the top of the jugs and hangs them from the shed’s rafters where they can swing freely.

“I have three of these eyeball scarecrows in my 40 by 72-ft. shed and I very seldom see a bird in there,” notes Stewart. “Once in a while one will fly in, but they never stop. It’s a good way to recycle jugs that would otherwise go to waste.”

Contact: FARM SHOW Followup, Herbert Stewart, RR 2, Box 270, Cornell, Wis. 54732 (ph 715 288-6849).



Doubled-Up Case DC’s

“I never unhook them,” says Alfred Nelson, Rio, Wis., who doubled-up a pair of 1948 Case DC tractors to use for fieldwork.

Nelson removed the front wheels from the trailing tractor and built a channel iron pulling frame that runs from the front of the tractor straight back to the rear drawbar, which he reinforced by attaching a second drawbar to it. The front of the pulling frame mounts on the reinforced drawbar of the forward tractor. The pulling force from the forward tractor is transmitted directly back to the load being pulled without stressing the frame of the tractor.

The doubled-up tractors are used to pull a 26-ft. Glencoe Soil Saver and drag. Nelson controls the rear tractor with the

hand clutch, which is extended up to the front of the rear tractor so he can easily reach it from the front tractor seat. He puts the rear tractor in pulling gear, and then starts and stops it with the clutch.

Nelson mounted low-cost “mud duals” on the two tractors by mounting smaller diameter wheels on the large diameter rear wheels. The smaller wheels only engage if the tractor sinks into soft ground. He had to turn the rims of the outer wheels around in order to mount them on the Case DC axles.

Total cost of the doubled-up tractor conversion was \$1,200.

Contact: FARM SHOW Followup, Alfred N. Nelson, W5935 Hwy. B, Rio, Wis. 53960 (ph 414 992-5305).

