



Giant "Weed Eater" Clears Weeds Out Of Fence Rows

"If you've been looking for a good way to clean weeds out of fence rows, you'll like this new tractor-mounted, rotary "Weedbuster" that uses 3/8-in. steel cable to wipe out wind-blown weeds.

Built by Glenn Sletten, Wolf Point, Mont., the hydraulic-driven "Weedbuster" bolts onto either side of a front-end loader.

The patent pending "Weedbuster", powered by an orbit motor, consists of a series of 2 1/2-ft. long, 3/8-in. dia. cables clamped to a pair of 1-ft. dia., 1/4 in. thick steel discs (a single-disc model is also available). The discs mount on a vertical steel shaft supported by a horizontal arm that bolts to the loader bucket. The discs rotate at 550 rpm's and the outer cable tips at 2,800 rpm's, fast enough to wipe out weeds in fence rows at travel speeds of 1 to 2 mph.

"It saves a lot of time repairing fences," says Sletten, who does custom fencing

for farmers in his area. "It's been so dry here in the past 3 years that weeds such as thistles, kochia, and tumbleweeds pile up against fences and snow later drifts over them. The weight of the snow and weeds can weaken the fence posts and snap wires. I use the Weedbuster in spring when weeds are dry. One farmer used it last year on 150 miles of fence with no problems. The single-blade model works well for weeds under fences, while the double-blade knocks weeds off two rows of fence wires at a time. If the cables get tangled up with broken wires, you can run it in reverse to get free." He adds that the unit is also available with a grass trim blade for mowing roadsides and irrigation ditches.

Sells for \$745 complete with orbit motor, hoses and valve.

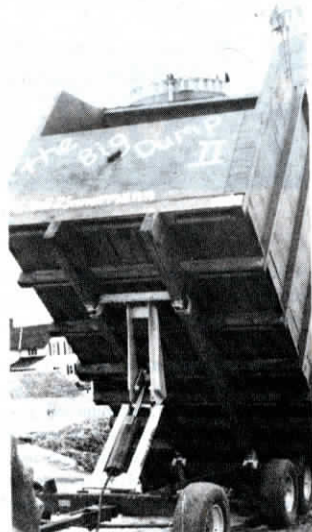
Contact: FARM SHOW Followup, Glenn Sletten, Box 2243, Wolf Point, Mont. 59201.

Big Forage Dump Wagons

"Our two dump wagons do the job of five self-unloading forage wagons and we can fill our pit silos much faster and safer," says Gene D. Zimmermann about the two big dump wagons his father, Roy, designed and built for use on the dairy farm they operate near Fox Lake, Wis.

The wagon boxes are 9-ft. high, 9-ft. wide and 16-ft. long. They're mounted on 12-ton tandem running gears and equipped with a dump hoist (Midwest Industries, Ida Grove, Iowa) powered by a single-acting cylinder.

"They're constructed out of treated wood, 2 by 12's for the floor, 3/4-in. sides, and 2 by 6 stringers. The wagons have a 6-in. taper from front to back for ease of unloading. The rear door swings out automatically for dumping. They dump their load in less than 2 min.," says Gene, noting that in addition to being faster, the big wagons also save on tractors because they make only half as many trips from the field and there's no use of pto. "As far as we know, no one makes dump wagons this size. The cost of one of these wagons is less than the cost of a new self-unloading wagon."



Contact: FARM SHOW Followup, Gene D. Zimmermann, W8710 Redwood Rd., Fox Lake, Wis. 53933 (ph 414 928-2066).

Add-On Power Steering

"It's a lot safer and much easier to steer," says Walter Reynolds, Williamsville, Mo., about his 1939 Farmall "M" which he updated with power steering and a wide front-end as well as a 12-volt electric system.

Reynolds mounted the power steering pump from an old Chevy car on the side of the engine, positioned so that it drives off the same belt that powers the alternator and the water pump. The add-on wide axle consists of a steering axle from an old Deere 55 combine that was all set up for power steering. The axle came with a 12-in. long, 2-in. dia. rod welded to it for a pivot point. Reynolds adapted this to the tractor with a mount made from a piece of 1/2-in. thick 6 by 8-in. channel iron 12 in. long.

A 2-way hydraulic cylinder mounts on the left side of the axle. It's controlled by a 4-way hydraulic control valve that mounts at the base of the steering column (the valve was salvaged from an old combine but Reynolds doesn't know what make or model).

To update the electrical system from 6-volt to 12-volt, Reynolds simply mounted a Chrysler 12-volt alternator in place of the old alternator and fitted the tractor with a 12-volt battery. "It charges much better now and always starts," says Reynolds.

Contact: FARM SHOW Followup, Walter Reynolds, Rt. 1, Box 388, Williamsville, Mo. 63967 (ph 314 297-3401).

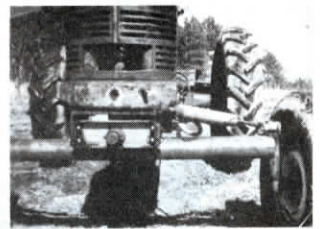


Photo by Todd Leif

Steel Wheel For Center Pivots

By Denise Andersen

Bernard Bockerman, Prosser, Neb., says he's reinvented the wheel.

Bockerman has produced two prototypes of a new steel wheel for center pivot irrigation systems designed to reduce ruts and eliminate problems getting stuck in mud.

"The wheel brings mud through it and drops it back on the ground," Bockerman says. "It doesn't get stuck in the mud and it doesn't create ridges."

He had grown tired of pulling his three pivots out of mud. He also got tired of replacing their rubber tires when they wore out after a couple of harsh, Nebraska winters. Bockerman says he first got the idea for the steel wheel 20 years

ago. He put the two prototypes on a pivot last year and ran them all summer.

The result: The pivots didn't get stuck, even in mud holes, and the resulting tracks were only 3 to 4 in. deep. "There weren't any ridges like regular tires leave even where there was a real problem with mud," he says.

Bockerman says his steel wheel, which he plans to produce and sell, is compatible with existing tires and can be replaced one at a time as needed. Once installed he says they'll never wear out and never go flat.

For more information, contact: FARM SHOW Followup, Bernard Bockerman, Prosser, Neb. 68868 (ph 402 744-4061).