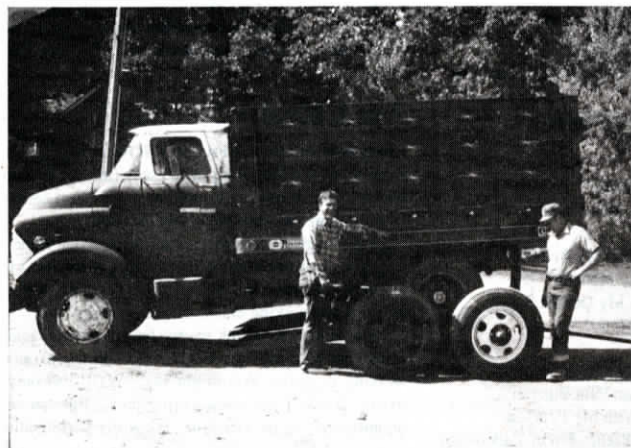




**“Made
it
Myself”**

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, MN 55044)

Harold M. Jonsson, Editor-in-Chief



**“Backwards” Trucks
Speed Silage Harvest**

Chopping corn silage on the William Oehlke farm near Stewartville, Minn., looks a little odd from a distance because Oehlke pulls trucks backward by putting the rear drive wheels up on a special-built “tip-bed” trailer that’s towed behind his forage harvester.

“I use trucks with hydraulic dump boxes to unload silage into my bunker silo,” says Oehlke, who chops 1,500 to 2,000 tons of corn silage a year on land up to four miles from his bunker silo. “We tried blowing silage into trucks driving alongside, but the trucks sometimes became unstable when one side was loaded and the other was not.”

He pulls a 1968 Ford and a 1963 GMC behind the chopper with their rear wheels on the custom-built trailer. The trailer consists of two front axles removed from a couple of junked-out trucks. Oehlke hooked the axles’ steering linkages together so that both axles swing in unison around corners. He ties the truck’s steering wheel in place with a tarp strap to keep the front axle trailing in a straight line.

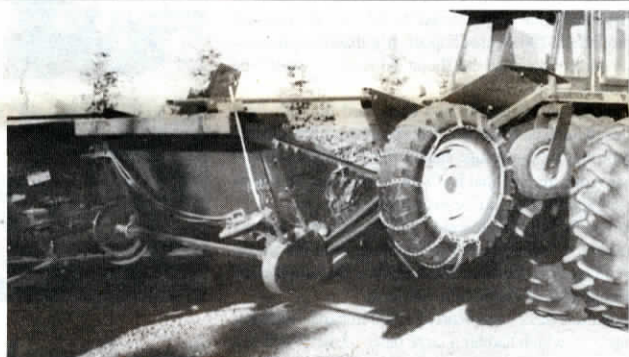
The tip-bed trailer is equipped with a hitch on one end. Oehlke beefed up the



hitch on the chopper frame to support the added weight of the truck.

To “load” the truck, he simply backs it up onto ramps which are fastened to the tip-bed trailer by a pin that allows the ramps to pivot up and down. When Oehlke backs the truck onto the ramps, the rear tires drop into wheel wells that automatically raise the ramps off the ground. “I set the emergency brake and leave the truck in reverse so it can’t fall off the trailer while it’s being towed,” says Oehlke. “After I’ve finished chopping the ramps automatically drop down again when I drive the truck forward.”

Contact: FARM SHOW Followup, William Oehlke, RR 1, Box 350, Stewartville, Minn. 55976 (ph 507 533-4871).



Ground-Driven Header Reverser

Jim Hermanson and John Kerr, Strathmore, Alberta, got tired of turning their combine header back by hand to unplug the throat so they built a ground-driven “reverser” to do the job for them.

“It works perfectly,” says Hermanson, who mounted the unit on an International 1482 pull-type combine. “We never have to climb down out of the cab anymore to undo a plug-up.” A ground-driven header reverser would also probably work on self-propelled combines, he adds.

A 16-in. tire mounts on the right end of the header and only touches the ground when the header is lowered below normal operating height. When combining, the tire is 8 to 10-in. off the ground. The reversing tire chain drives a “dog

clutch” on a shaft that runs to the feeder house. The clutch is engaged by a hydraulic cylinder and kept open by a large spring.

To unplug, the operator engages the clutch, lowers the header and then backs up.

“The only parts we bought were the bearing blocks,” says Hermanson. “The rest of the parts, including the shaft and clutch, were made up from parts we had on hand.”

Contact: FARM SHOW Followup, Jim Hermanson, Box 1646, Strathmore, Alberta, Canada TOJ 3H0 (ph 403 934-4225).

Story and photos reprinted with permission from Grainews, Winnipeg, Canada

“Salt Shaker” For Hay Bales

Dairyman Lane Briggs, Great Falls, Mont., shakes a little salt on his hay bales as he makes them with a “salt shaker” mounted right on top of his square baler.

The salt, dispensed directly into the baler chamber with a Gandy hopper normally used to apply granular herbicides at planting, acts as a preservative on damp hay and lets Briggs bale dew-laden hay earlier in the morning.

“Salt lets me bale damp hay that otherwise would mold, and it improves hay quality because fewer leaves fall off than with dry hay,” says Briggs, who installed the “salt shaker” on his New Holland 268 baler by cutting a hole into the bale chamber. “The better the hay, the better the milk production. Also, I think salt makes the cows thirsty so they drink more which increases milk production.

“In the old days, before there were balers, farmers used salt when they put up loose hay in stacks. They stacked a 2-ft. layer of hay, tramped it down, then



sprinkled a bucket full of salt on each layer. It always made nice hay. We’re using the same principle on our baler.”

The Gandy hopper holds 40 lbs. of salt, with each bale receiving about a cupful of salt. “Normally I use about 40 lbs. of salt on an 8-acre field,” says Briggs. “I regulate the amount of salt by opening or closing covers over the tube inlet holes on the bottom of the hopper. I put more salt on thick, leafy hay than on less leafy hay. I can stop salt from flowing while

I’m turning a corner by flipping a switch in the cab.”

At the end of each day, Briggs removes leftover salt from the hopper to prevent corrosion by simply disconnecting the electric wire, then lifting the hopper out

of its carrier and tipping it upside down. Briggs spent about \$100 to make the hopper.

Contact: FARM SHOW Followup, Lane C. Briggs, 40 Haven Lane, Great Falls, Mont. 59404 (ph 406 452-1887).