



Farmer-Designed Drill Fill

"We sold 15 last year but then couldn't keep up with the orders that started coming in by word of mouth. Everyone who sees it work wants to buy one," says Rod Merley about the drill-fill auger designed and built by Dennis Klatt of Sheldon, Iowa.

Merley teamed up with Klatt to market the unit after Klatt built the first one for his own use. Due to the tremendous response to the idea, Sudenga Industries, George, Iowa, has now taken it on.

"It's so much easier to use than other drill-fills it's unbelievable," says Merley. "It's raised and lowered hydraulically by a single cylinder and swings easily so the spout reaches both ends of the drill box. It's easy to move around so you can swing

it between different wagons, if necessary."

Mounting brackets fit Deere, Case-IH, Tye, Great Plains and Krause drills. Can be fitted with either a bristle auger or belt conveyor.

The lower end of the auger is held between the arms of a Y-shaped bracket that pivots up and down. The lift cylinder runs from the bracket to a steel upright on the frame of the drill. Once the auger is raised, it swings freely back and forth. For transport, it's locked into the upright position.

Sells for around \$2,000, depending on model. Fits 15, 20 and 30-ft. drills.

Contact: FARM SHOW Followup, Sudenga Industries, Inc., P.O. Box 8, George, Iowa 51237 (ph 712 475-3301).

3-Pt. Bale Spike Doubles As Forklift

New 3-pt. round bale mover is equipped with hydraulic-controlled self-leveling parallel linkage which allows it to double as a forklift for hauling pallets.

The "Hydra-Stinger" has two cylinders that raise or lower the load and a tilt cylinder that levels it. The lift arm can be fitted with either one spike for bales or two forks for pallets. Two small spikes attach to the



top of the frame for moving bales.

"It works better than a front-end loader because you have a better view and you can keep the load level as you raise it," says Jay Wik, marketing manager. "Maximum weight capacity is 4,000 lbs., and maximum lift height is 10 ft. which isn't quite high enough for unloading bulk seed bags into gravity wagons. However, we plan to offer an extension for the frame that will raise the lift height."

Telescoping storage stands make hook-up easy and can also be used as stabilizing legs when lifting big loads.

Sells for \$2,675.

Contact: FARM SHOW Followup, Cray Co., 237 NW 12th St., Box 849, West Fargo, N. Dak. 58078 (ph 701 282-5520).



Giant New 4-WD Tractor

A farmer who climbed into, over and under the new Cameco 805 tractor at the recent California Farm Equipment Show in Tulare, Calif., was overheard saying: "I like it. It's built heavy and the design is simple. No electronics. I could fix it myself."

The comment was music to the ears of Cameco representatives who were making their first trip to an agricultural machinery show. Although Cameco tractors have been on the market for years, the California equipment show was the first time they've ventured into the conventional ag market. Up till now, most of their tractors have been used in sugar cane fields and also for earth moving, forestry, and other rugged industrial uses. Many of their tractors are shipped to other countries around the world because of the simplicity and ruggedness

of the design.

The company's new Model 805 has a 525 hp. Cummins KTA-19C engine, a 12-speed twin disc powershift transmission, outboard planetary Clark axles with post-torque differentials, and open center hydraulics with remote outlets. It's also fitted with a swinging drawbar and an air conditioned, hydraulic-tilting cab.

Steering is articulated. It's fitted with duals and hydraulic-operated multi-disc oil bath brakes. Capacity of the dual fuel tanks is 530 gal. Shipping weight of tractor (no fuel) is 57,000 lbs.

Sells for \$285,000. Smaller size 2 and 4-WD models also available.

For more information, contact: FARM SHOW Followup, Cameco Industries, Inc., P.O. Box 968, Thibodaux, La. 70302 (ph 504 447-7285; fax 504 447-5735).



Self-Propelled Grain Carts Continued from Cover Page

subframe, using various size square and rectangular steel tubing. Everything on the combine is reversed so the grain hopper is positioned directly over the drive axle.

The men make a new heavier front steering axle for the combine out of 4-in. by 7-in. 3/8-in thick steel tubing. It's hinged in the middle to oscillate for smooth operation over rough terrain. It's also adjustable in width, up to 120-in. The steering axle is fitted with 18.4 by 26-in. rear combine tires to help give it 22-in. ground clearance.

The combine engine mounts behind and the steering axle and the radiator, which is protected by a portion of the subframe that acts as a bumper. A hood for the engine is fabricated out of sheet metal.

The grain hauler's 10-ft. by 12-ft. grain hopper box is built out of sheet steel. Mounted behind the cab, the 550-bu. hopper is angled 40 degrees on the right side so corn or wheat runs to the center for easy unloading.

"We use the top elbow and unload-

ing tube off the combine," Van Gieson says, "but we have to fabricate the main part of the unloading auger because the original wasn't long enough to reach to the bottom of the hopper."

Rear drive tires are 24.5 by 32-in. The \$3,000 pair of larger tires helps handle the weight of cart, which is 14,000 lbs unloaded.

The Van Giesons may modify engine and cab location slightly on future carts. The current design makes it difficult to replace worn out bearings in the gear box behind the engine that runs the hydrostatic pump, he says. "Time takes its toll on those bearings and some of these combines have 3,500 hours on them," Van Gieson notes.

It takes the Van Giesons two or three months to build a cart. And Van Gieson estimates he'd charge a price of about \$17,000 to build one, not including the combine.

Contact: FARM SHOW Followup, Harley Van Gieson, Box 34, Norwich, Kan. 67118 (ph 316 478-2645).

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Harold M. Johnson

Founder & Publisher Emeritus

Editor/Publisher - Mark Newhall

Associate Editor - Bill Gergen

Associate Editor - Jim Houtsma

Office Manager - Anne Lash

Circulation - Lois Cassen, Ardycce Potter

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