

Double Axle Pickup

"It's got more than double the capacity of a regular pickup and I can engage or disengage either rear axle on the go," says Albert Beaudoin, Minisino, Man., who added an independently powered rear "tag" axle to his 1-ton GMC 2-WD pickup.

The add-on rear axle is driven by its own driveshaft, unlike other tag axles which are powered by belts or chains off of other drive axles. Beaudoin designed and built a transfer case, which mounts just behind the pickup's transmission. It's unique in that it's fitted with three output shafts. One drives the front axle, the second drives the rear axle, and the third drives a pto shaft. All three shafts can be engaged or disengaged on the go from the cab.

Beaudoin built the transfer case with gears and shifters from army surplus vehicles and had a machinist do special machining. The three shifters

are controlled by three small shift levers mounted behind the truck transmission lever in the cab. "When I'm on the highway, I run with just one axle. But, as soon as I pull off onto rough ground, or load up a heavy load, I engage the second axle," says Beaudoin.

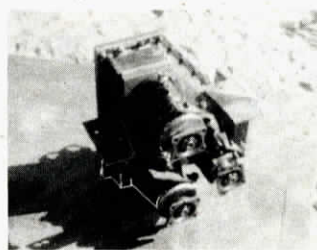
To convert the truck he extended the bed to about 11 ft. in total length, added the extra axle together with its leaf springs, and then simply built a bracket to support the transfer case in front. The driveshaft for the front rear axle runs directly to the axle while the driveshaft for the axle at the back runs up over the front axle. Beaudoin says he could convert the truck back to a normal configuration in a couple hours because, except for the truck bed, the truck wasn't modified at all.

"The extra axle more than doubled the carrying capacity of the truck because all the extra



axle has to carry is 3 additional feet of truck bed, and itself. I've carried as much as 5 ton of concrete blocks with no problem," says Beaudoin, noting that he also has a dump box that mounts on the truck bed for hauling gravel or grain. "I've used this truck now for 78,000 miles and I've never had a problem. There's no other pickup in the world that'll match its performance."

Beaudoin is in the process of retiring and would like to sell his unique truck.



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Equi-Distant Planter

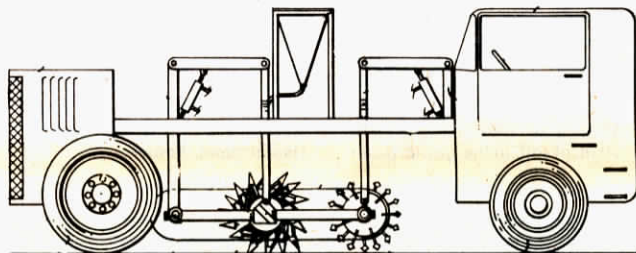
"It's the only planter ever designed that plants seeds an equal distance from neighboring seeds in every direction," says Frank Ray, Winfield, Kans., who recently patented his equi-distant planter design.

Ray thinks his equi-distant planter will be ideal for soybeans and milo and other small grains and other crops planted in narrow rows. It'll particularly excel in arid areas or for double cropping where moisture use is critical, says Ray.

He's building a prototype that'll plant 6-in. wide rows with seed spaced about 7 in. apart. Seed is planted by a drum

with curved seed planting spokes fixed to its surface in a staggered arrangement. The powered drum, rotating faster than ground speed, deposits the seed in each spiked hole, pushing dirt to the back of the hole. A following packer wheel, rotating slower than ground speed, pushes dirt back into the hole.

Drives for the planter and packer drums are interconnected to minimize overall power requirements. Seeds are dispensed from a hopper into the end of the planter drum and they're fed to each shoe by curved seed tubes inside the planter drum.

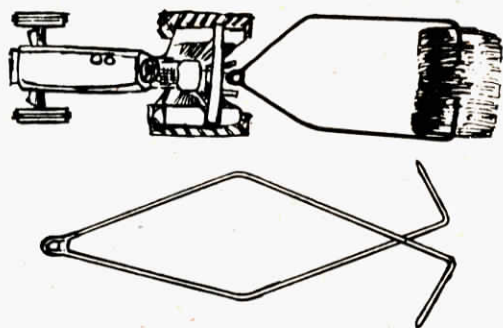


"It works like a hoe. The planter shoe pulls the soil back like a hoe and drops in a seed. The packer wheel comes along and tamps it down, and packs it," explains Ray.

He's already built a crude model for planting milo and has

already fabricated most of the parts for his complete full-size prototype, which he plans to begin testing in late 1985.

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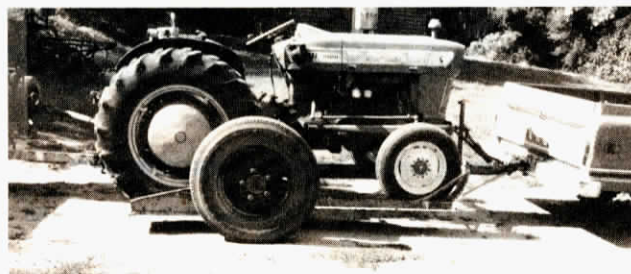


Drawing courtesy New Zealand Farmer

Do-It-Yourself Bale Feeder

Russ Johnston, Marton, New Zealand, built a simple round bale feeder using a length of 1/2-in. reinforcing rod. According to a report in the New Zealand Farmer, Johnston bent the rod to the shape and dimensions

shown in the diagram. The rod is bent so that in the rest position the arms cross each other. This means they must be pulled apart to fit into the bale and therefore the prongs are held in the bale under tension.



Trailer Hauls Tractor, Pulls Baler

"I built this trailer to haul my Ford 3000 wide-front diesel tractor to the field with my pickup," says Robert Kraft, Little Sioux, Iowa.

"The trailer is made from a GMC truck front axle that was widened out to 8 ft. from hub cap to hub cap. The rest of the parts were salvaged from an old hay baler and other scrap metal. The ramps at the rear clear the

ground by 4 in. at the back so you can simply drive the tractor onto it anywhere the ground is level.

"I tow my tractor with a baler hitched on behind when I do custom baling. It's worked well for 5 years. The 25-in., 10-ply tires haul the tractor easily."

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