



Save Money — Build Your Own Narrow Row Cultivator

Illinois farmer Jim Niemann, of Litchfield, developed this nifty 10-row, 18-in. space cultivator for less than one third the cost of a new one by using his own talents and spare time. "Works great," says Jim who has used it the past two seasons on about 700 acres of corn and soybeans.

The actual cost, which included buying old cultivators and new Danish tines and parts for the conversion, was \$450. "A new cultivator would be at least \$1300," Jim points out.

He bought two old IHC rear mount cultivators at farm sales: "You can get them for \$50 or less by shopping a little and taking your time."

Niemann chose International rear mounted cultivators because the steel was square and easier to weld. "The cultivators did have round shanks, I took them off and welded on 2 by 2 square steel to mount on the Danish tines," he points out.

Niemann selected 2-inch shovels for the Danish tines:



"You can go with wider shovels but they'll pitch more dirt. It is a choice each individual needs to make."

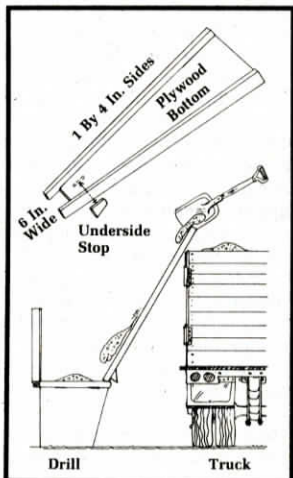
Niemann uses 3 shovels between each 18-in. row. He says the same general idea will work if you're on 30-in. corn rows and 15-in. bean rows. For 15-in. wide rows you can use two shovels per row space instead of three.

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"Poor Man's" Drill Fill

"It's very effective and inexpensive," says Keith Farley, Kimball, Neb., who's designed a "poor man's" drill fill for filling grain drills from the back of trucks.

The drill fill consists of a plywood slide. The truck is driven alongside the drill to within a few feet and the slide extended down from the side of the truck box to the drill seedboxes. The slide consists simply of a triangular piece of plywood with 1 by 4-in. sides. The slide narrows up to about 6-in. at one end and is about wide enough to load with a scoop shovel at the other end. A "stop" under the narrow end rests against the lip of the seedbox while the other end simply rests against the truck box. Farley painted the slide with an oil base paint to give it a slick finish. He says it could be built to almost any



length, depending on needs.

Keith Farley, H.C. 54, Box 39, Kimball, Neb. 69145 (ph 303 437-5430).

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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. Johnson, Editorial Director



Add-On Axle Boosts Truck's Payload

Terry Greer, Arenzville, Ill., boosted the legal load capacity of his truck by 120 bu. with an add-on axle resurrected from a salvage yard. "It also makes for easier handling and reduced compaction in the fields," he points out.

Greer's truck is a 1969 Ford, F 700, 2½ ton. The original axle allowed 18,000 lbs. — or 280 to 290 bu. With the extra axle, he's able to load on upwards of 400 bu. and still be legal.

Greer notes the add-on axle carries the load better because it takes weight off the front end of the truck.

"The extra axle helps minimize compaction in the field at harvest time because

there's better distribution of weight because of more tires," says Greer. "Also, there are few disadvantages of the added axle. There's no interference with the hoist or road handling. However, as might be expected, it's not as good in mud."

Greer says the extra axle idea would work with just about any straight truck. He used a salvaged 1970 GMC straight axle. "Be sure to get an axle rated at 9,000 lb. or over. Some axles are rated at only 5,500 or 7,000 lbs. Stay away from these," he advises.

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