



Special-built aluminum scoop shovel is tied to a poly cord threaded onto winch, which is mounted on unloading auger outside the bin.

REMOTE-CONTROLLED WINCH PULLS GRAIN SCOOP INTO BIN UNLOADER

Powered Scoop Makes Bin Clean-Up Easy

Cleaning out bins is no longer a back-breaking chore for Saskatchewan farmer H.G. Bruce, who invented what he calls a "grain bin drag line" to do the job of a sweep auger inside bins.

It consists of a winch mounted on the unloading auger outside his bin and a special-built aluminum scoop shovel tied to the poly cord threaded onto the winch. A remote control switch on the handle of the scoop shovel lets him turn the winch on or off as needed when cleaning out grain.

The winch is driven by a short V-belt off an add-on pulley on the gearbox driveshaft of the unloading auger. An electric clutch on the winch lets him start and stop the winch without stopping the auger motor. Line feeds off the winch through rollers at the bottom of the auger into the bin. A guard over the bottom of the auger keeps the line from getting caught in the auger.

An electric cord running from the winch is held up in the air inside the bin by a fiberglass rod that's clipped to the top of the bin door. The rod holds the cord up out of the way over whoever's using the powered scoop.

"When the switch on the scoop is held closed, the winch is activated. Whenever you take your hand away, the winch stops and you can pull the scoop back easily since the winch turns freely when the power's



Winch is belt-driven off an add-on pulley on auger's gearbox driveshaft.

off. There's no bending over. The only work is lifting the shovel to pull it back," says Bruce, noting that one of the benefits of the system is that it's almost totally dust-free, as compared to conventional sweep augers.

He has two scoops. One is 24 in. wide and the other 36 in. wide with small wheels on it. If there's a plastic vapor barrier on the floor of the bin, the wheels keep the shovel up off the plastic.

In 4 years of use, Bruce says the only repair has been to replace the poly line occasionally. He has made up several units for sale (\$600 Canadian) but would like to find a manufacturer.

For more information, contact: FARM SHOW Followup, H.G. Bruce, Box 8, Lajord, Sask. S0G 2V0 Canada (ph 306 781-2730).



Truck is equipped with gear-driven winch "that has enough power to pull bellied-out dozers from swamps".

"TOUGHEST TRUCK IN THE WORLD"

Rebuilt Army Trucks Great For Farm Use

After serving as a heavy equipment operator and mechanic in the army for 3 years, Charles Talbert, Norwood, N.C., gained a lot of respect for the toughness and durability of military trucks.

"There's no truck manufactured today that compares with the way military equipment performs in adverse conditions. I've seen trucks put through abuse no equipment should stand up to," says Talbert, who served in Europe in the 1970's.

Back in the U.S., Talbert continued his career as a heavy equipment mechanic. In 1987, he bought a Dodge M37 military truck. When he started going over it, the thought struck him that if he could rework the rear ends and install a stronger, more fuel efficient engine, the truck might really be worth something.

"After I started looking into it, I heard of a company that sells ring and pinion gears in a 4.89 to 1 ratio for these trucks. I installed a set in both the front and rear and they made a tremendous difference. I got better mileage at highway speeds, less drivetrain noise, and a drastic cut in engine rpm's.

"Soon after I learned about a new repower diesel engine kit being produced by a major manufacturer. I ended up buying a Hercules DT 3.7 turbocharged 4-cyl. diesel along with a complete installation kit. This brought the truck up to modern day standards. It's now capable of 65 mph on the highway and gets 20 mpg. The original gas engine got 8 mpg max.

"As far as I know there's no production truck on the market today that comes close to the power and go-anywhere capability of these M-Series trucks. I've used the truck's gear-driven winch to pull bellied-out D6 dozers from swamps, and we use

the truck daily in our grading business. It lets me go anywhere, anytime. I've put on over 35,000 miles since repowering it in 1991 and it's been completely trouble-free other than routine maintenance."

His first repower project went so well, Talbert started reworking trucks for local farmers, contractors, fire departments, rescue squads, and others. "We rework the following trucks: Dodge M37 3/4 ton; Jeep M715 1 1/4 ton; and M35 2 1/2 ton tandems and M55 5-ton trucks built by several different manufacturers. There are a host of other vehicles within these M number classes that were equipped to do various jobs which carry different M numbers. All can be repowered using our update standards. I'll rebuild and customize trucks to meet the customer's needs. All major components are rebuilt to new specs. Wiring harness is custom to your specs with both 12 and 24-volt available. We can install air-assist power steering, disc brakes, positraction locks, and higher speed ring and pinion gears for many models."

Diesel engines we use include the Hercules DT3.7 turbo with 108 hp. in the Dodge M37 and Jeep M715. Cost for the engine and installation kit is \$6,995 to \$7,495, depending on various options. A Hercules D4800T 6-cyl. turbo is installed in M55 and M35 trucks. Engine and kit cost is \$12,500 to \$15,000, depending on options. Work is done on a time and materials basis because of the varying conditions of trucks. Shop rate is \$20 per hour. Do-it-yourself repower kits also available.

Contact: FARM SHOW Followup, Charles Talbert, M-Series Rebuild & Repower, 4038 Shankle Rd., Norwood, N.C. 28128 (ph 704 474-4683).



Talbert modified Dodge M37 military truck and uses it daily in his grading business.

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