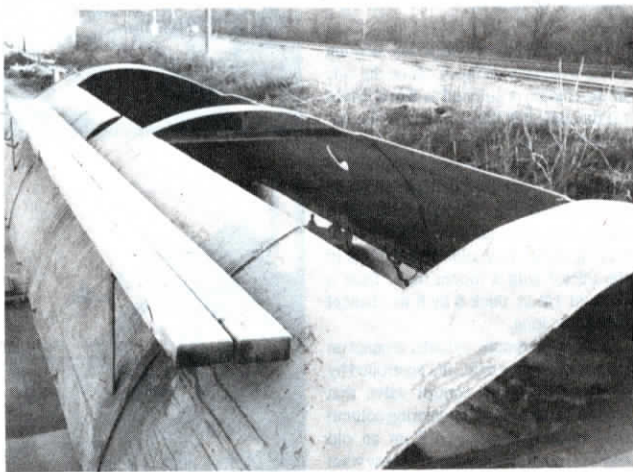


Made It Myself

(Continued from previous page)



Truck Box Cover Made From Fuel Storage Tank

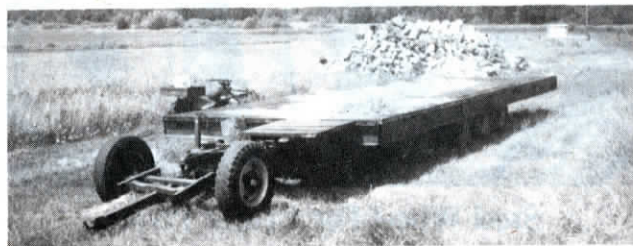
"It increases truck box capacity 50% and keeps lightweight material from blowing away," says Elwood Line, Momence, Ill., who built a box cover for his 1974 International tandem axle grain truck out of an old 20-ft. long, 8-ft. dia. round fuel tank.

Line, who was helped by Glenn O' Cull and Joe Piekarczyk, cut the tank in half lengthwise, then cut a pair of 4 ft. wide, 8-ft. long loading doors in the top of one of the halves. He then bolted a 3 by 4-in. wood board along the bottom edge on each side. The boards rest on top of the sides of the truck box. Four turnbuckles, connected by steel cable to the boards, hold the cover in place by attaching to brackets bolted at each corner of the box.

Line needed the box cover to haul seed corn husks from a local seed corn proc-

essing plant to his farm where he uses them for bedding and cattle feed. "Husks just blow away in an open box. I had been adding sideboards to the box, but it took too long to install them. A tarp helps keep husks from blowing away, but it doesn't increase capacity. The fuel tank cover seemed like the simplest answer. It raises the box 4 ft., is made from 14-ga. steel, and weighs 1,500 lbs. I lift it with a front-end loader and load husks by driving the truck under a load-out conveyor. We dump loads with the box hoist. During husk-hauling season I remove the truck's tailgate and install double-swinging doors."

Contact: FARM SHOW Followup, Elwood Line Grain & Fertilizer Co., P.O. Box 127, Momence, Ill. 60954 (ph 815 472-4842 or 2771).



"Caddy" Lets Him Pull Triple Axle Trailer Behind Baler

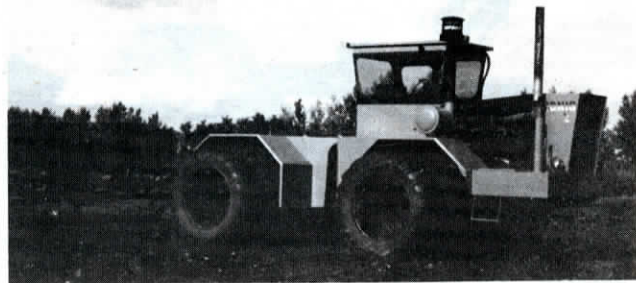
Richard Godbout, Cromwell, Minn., built a trailer "caddy" that makes it easy to pull a triple axle trailer behind his baler.

The "caddy" consists of the wheels and axle from an old pickup with a drawbar bolted to the front. Godbout hitches the caddy between his small baler and trailer. The trailer mounts on a ball hitch welded onto the caddy axle.

To build the trailer Godbout bought a tongue and triple axles designed for a mobile home. He cut and widened the axles, then used 6 by 6-in. I-beams to build a frame which he covered with

wooden planks. Godbout also uses the trailer to retrieve round bales from the field. He pulls the trailer with a ball hitch on the tractor drawbar. He sets the front end of the trailer on the ground while loading bales with the tractor, then hooks up to the trailer again for transport, all without leaving the tractor seat. He also pulls the trailer behind a pickup to transport equipment.

Contact: FARM SHOW Followup, Richard Godbout, Star Rt. 1, Box 123, Cromwell, Minn. 55726 (ph (218) 644-3962).



335 Hp 4-WD Tractor

Joe Honig, Weyburn, Sask., and son Dave built their own 4-WD tractor using parts from another "made-it-myself" tractor they built more than 20 years ago.

The "Honig 2" uses the same 335 hp Cummins turbocharged engine and 13-speed Fuller transmission as the tractor built in 1969 by Joe and his father, Joe Sr. The drive train, with the exception of new S34 Eaton axles, is also the same. However, the new tractor has a "state of the art" cab, an extra-heavy frame, and easy access to drive train and hydraulic components. The Honigs use the tractor to pull a 43-ft. air seeder and a 53-ft. cultivator.

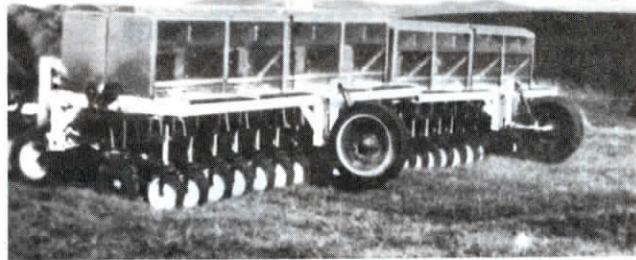
"We built the cab from 14-ga. steel, insulated it with foam padding, and mounted it on rubber mounts so it's much quieter than the old cab. It also has tinted glass, air-conditioning, and a stereo," says Joe. "The tractor frame is built from 5/8-in. steel. The tractor weighs 29,000 lbs. with no ballast. The dual wheels are equipped with 30.5 by 32 inside tires and smaller 18.4 by 38 outside tires. We wanted duals for better traction, but we didn't want to pay for two sets of 30.5 by 32 tires. The smaller tires cost 1/3 less. Altogether we spent \$30,000 to build this

'rebuilt' tractor. A new comparable size commercial tractor would have cost about \$120,000."

The universal joints and hydraulic lines on the home-built tractor can be easily serviced. "On many new tractors the frame around the transmission is cluttered up with hydraulic lines that leave little room to service the universal joints or other drive train components," says Honig. "We positioned hydraulic lines between the frame and the cab where they're easier to service. Greasing universal joints is also an easy job."

The tractor has 3 hydraulic outlets which put out 25 gal. per min. at 2,000 psi. It operates at speeds from 2 to 20 mph, and fuel economy is 5 to 9 gal. per hour. The 260-gal. fuel tank is mounted behind the cab and between the rear wheels where it blocks the driver's view of the drawbar. To solve the problem the Honigs installed a 3 1/2-ft. long, 8-in. dia. steel tube diagonally through the tank. "The top of the tube is in line with the operator's line of sight, allowing him to look through the tube and see the drawbar," notes Honig.

Contact: FARM SHOW Followup, Joe Honig, P.O. Box 356, Weyburn, Sask., Canada S4H 2K1 (ph 306 842-5710).



He Built His Own Grain Drill

A Washington farmer who didn't like the equipment he saw on the market built his own 24-ft. grain drill completely from scratch.

"I had the openers for the double disc openers cast to my own design. The hoppers are made of aluminum and clear plastic so you can always see the level of seed and fertilizer. Special-built feed shaft runs the length of the hopper. It feeds out from the entire length of hopper at one time, so the hoppers totally empty out, completely clean. Seed falls from the feed shaft into funnels that separate seed and direct it to the openers. The front hopper is used for seed and the rear one for fertilizer.

"Seeding rate is controlled by an infinitely variable transmission, which I designed. It's coupled to a ground drive wheel. The metering shafts are easily removed or replaced. Special configurations can be machined onto different metering feed shafts for different size seeds or fertilizer so it'll accurately handle everything from tiny bluegrass seed to large fertilizer granules. I made the equipment to machine the metering shafts to various configurations, which are then nickel-plated. The feed mechanism on the drill is patented."

Contact: FARM SHOW Followup, Robert Hardesty, E3728, Spangle, Wash. 99031.