



Home-Built Rotary Baskets Control Depth Of Chisel Plow

By C.F. Marley

Leslie Johnston, Mason, Ill., built his own rolling baskets and uses them as gauge wheels to control the depth of a chisel plow and field cultivator.

Before building them, Johnston looked at baskets neighboring farmers had bought commercially. "I noticed that they always seemed to be repairing them because they weren't built heavy enough, so we decided to build our own," says Johnston, who mounted 6-ft. lengths of oil well sucker rod on 8-in. dia. spindles with a 1 1/4-in. solid steel shaft down the center. There are two bearings on each of the three 6-ft. sections of basket. The rods mount in a spiral on each basket so they won't bounce in the field.

"We farm land with a lot of clay in it and it has a tendency to run together. The rolling baskets grind up any clods the plow digs up and yet don't pack the soil like a culti-mulcher or other tillage tool

would," Johnston notes.

To get enough down pressure on the baskets to work the soil, Johnston chains the frame of the rolling baskets to the chisel plow frame. When the transport wheels lower the shanks to the ground, all of the weight of the plow is transferred to the rolling baskets. Depth is controlled by changing the length of the tie-down chain. "The chisel plow weighs about 2 tons so there's a lot of weight on the baskets. It works great and lets us run the shanks at any depth. We like to work it shallow and still get a good workup of the soil," says Johnston, noting that despite the heavy-duty construction of the baskets, welds still break occasionally. Johnston also uses home-built rolling baskets on his field cultivator.

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Equip Your Older Tractor With A Cab

"Equipping older tractors with cabs is easier than you might think," says Floyd Caron, owner of Caron's Service Center, Faribault, Minn.

Caron "retooled" a junked "All Season" cab to fit his old Massey Harris 44 Special tractor, and feels most other older tractors would be just as easy to "modernize" with a low-cost used cab. "Salvage yards carry them and they're cheap," says Caron, who also has rebuilt used cabs to fit Deere 730 and Allis Chalmers D-17 tractors.

The cab, originally 50 in. wide and 64 in. long, was equipped with 2 side doors and 6 plexiglass windows - 2 on each side, and 1 each on the front and rear.

However, Caron's tractor is designed for rear, not side, entry, and is equipped with a New Idea loader which interfered with the cab. Both features made it necessary to modify the cab.

Caron began the modification process by using a "cherry picker" to lower the cab over the tractor's seat and steering wheel. To allow rear entry access, he cut out the cab's rear braces and lower panel, then bolted both sides of the cab to the tractor's axles and to a cross arm just in front of the rear hitch.

To make room for the loader arms,



which were set wider than the braces, Caron cut 5 in. off each side on the bottom half of the cab, reducing lower cab width by 10 in. overall. To make room for the braces on the top half of the cab, he cut 3 in. off each side, reducing upper cab width by 6 in. overall. He also moved the loader's hydraulic control valves, originally mounted on one of the loader posts, inside the cab.

Caron says he plans to add a canvas enclosure, in front of the cab, to funnel heat from the engine into the cab.

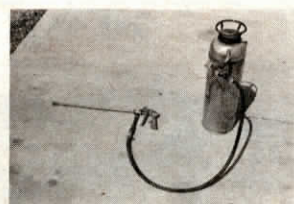
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Oil Transfer Can Made From Old Fire Extinguisher

"An old fire extinguisher pressurized with air makes a dandy oil transfer can for getting oil into hard-to-reach places, such as gearboxes and the differential on my 4-WD tractor," says D. Junior Stoesz, Butterfield, Minn.

"I can get the air pressure up to 120 lbs., which means I can move even the thickest oil. The extinguisher holds up to 2 gal. of oil at once for transfer."

The fire extinguisher is equipped with a pressure gauge, a plastic valve, a 2 ft. long hose, and a quick-tach coupler equipped with a nozzle that clips onto the end of the hose to discharge the oil. Stoesz removes the top cap from the extinguisher and fills it 2/3 full with oil, then puts the cap back on and attaches the quick coupler on the hose to an air compressor hose to fill the rest of the tank with compressed air. To unload the oil from the extinguisher, he turns it



upside down and opens a valve to discharge the oil. "Turning the extinguisher upside down ensures that oil is discharged under pressure," explains Stoesz.

Stoesz uses another extinguisher as a hand sprayer to spray herbicides high into fruit trees and to spray Roundup and 2,4-D into thistle patches. A 2-ft. long spray wand with a trigger gun is clipped onto the hose.

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"Hybrid" 2-WD Tractor Has A Heavy-Duty 20-Ton Truck Axle

A rear axle removed from a 20-ton ore truck, and a front axle and 220 hp Cummins engine removed from an IH 190 truck, drive a 2-WD tractor built by Leslie Carroll, Brandon, Minn.

Leslie paid \$2,000 for the ore truck's rear axle, planetary gears and brake drums at a local salvage yard. He used the IH truck's 220 hp Cummins engine, 10-speed Road Ranger transmission, power steering, radiator and saddle fuel tanks. He borrowed 8-ply 8.50 by 24 single front tires from a pull-type combine and added 18.4 by 38 rear tractor duals, for which he paid \$1,000. At the rear of the rig he mounted a D9 Caterpillar drawbar weighing 740 lbs. and a home-built 3-pt. hitch.

Carroll, who uses his home-built tractor to pull a 19-ft. chisel plow and a 42-ft. cultivator, says he used the ore truck axle because he wanted "something that could take the power of the Cummins engine. It's a husky piece of machinery and delivers good traction," says Carroll. "The 19 1/2 to 1 axle ratio gives me five speeds in the lower range of gears, with the lowest gear going less than 2 mph. It also has individual air-over-hydraulic brakes."



The Cummins engine ran too fast in the field so Carroll used a combine governor to slow it down, running the governor off the power steering drive belt.

The tractor is equipped with five hydraulic outlets, allowing Carroll to use four 2-way cylinders and one 1-way cylinder for his IH 6-bottom 3-pt. auto reset plow. This winter he plans to add a hood, grille and cab panels. He says he spent about \$7,000 to build the tractor.

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