



Miller solved plugging problems by converting two rows of shanks into four rows.

ADD "SETBACK" BRACKETS TO OFFSET SEVERAL SHANKS

Slick Way To "Plug Proof" Older Model Chisel Plows

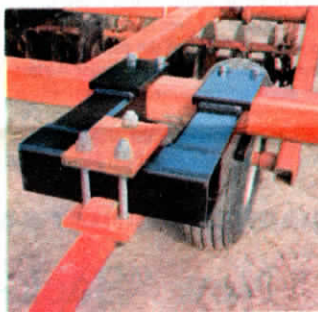
Iowa farmer Tom Miller, of Burlington, made his older model Bush Hog "Soil Hog" chisel plow virtually "plug proof" by equipping it with "made 'em myself" setback brackets.

Originally, the seven-shank model was equipped with two rows of shanks — three in front and four in back, with 16 in. of lateral space between them. At three locations, the upper end of the shanks' moldboards curved towards each other, with only about 12 in. of clearance between. It was here that trash converged and caused plug-up problems. By setting back three shanks — two in back and one in front — Miller, in effect, added two "offset" rows of shanks.

"The modification has been a 100% cure-all for my machine," says Miller, who purchased his Soil Hog (8 ft., 9 in. wide) 3 years ago. "I couldn't even use it in heavy corn stalks. It would choke up every 50 to 100 ft. I had so much grief with it that, after about a half hour, I went home, got out the drawing board and started figuring out how to offset the shanks."

In three years of use, his modified chisel plow has yet to plug up, says Miller. "I've even operated in heavy corn stalks in the rain without a single plug up. Heavy trash flows through it evenly without bunching up."

Each setback (16 in. long, 14 in. wide) is equipped with a yoke-type clamp for attaching to the main frame. "Yoke clamps are



The 16-in. "setbacks" are made of 4 by 1/4-in. tubing affixed with a yoke-type clamp.

much stronger than flange types, in which the U-shaped bolt must stand 100% of the strain," says Miller.

"The plug-up problems I had with my Soil Hog are common to many older chisel plow models," says Miller, who figures he spent about \$100 for materials and labor to "fix" the machine. "There are skads of chisel plows out there built just like mine. Manufacturers could make setbacks like I did, but I guess they'd rather sell 'somewhat improved' new models at jewelry store prices. Most newer chisel plows now come equipped with offset shanks."

Contact: FARM SHOW Followup, Tom Miller, Rt. 1, Box 88, Burlington, Iowa 52601 (ph 319 752-5074).

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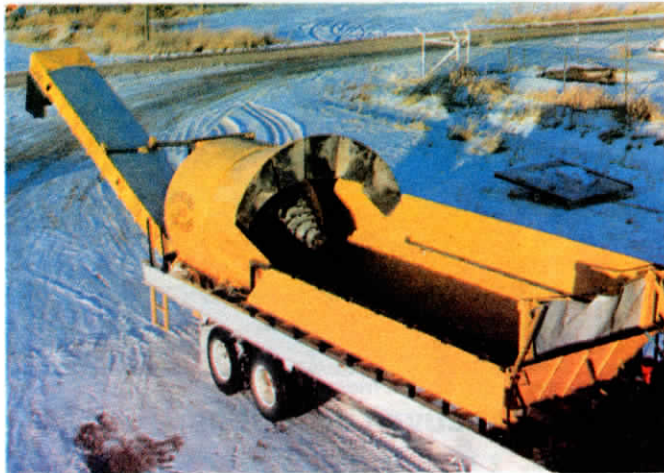
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Big engine-powered grinder is rated at 55 tons per hour.

LOW-MAINTENANCE, KNIFE-EQUIPPED SPIRAL SLICES THROUGH BALES

New "Cone" Grinder Uses 50% Less Power

You've never seen anything like this new "cone" grinder that uses a knife-equipped, horizontally mounted spiral to slice through bales.

"It does twice the work with 1/2 the horsepower of a conventional tub grinder," says Bill Ertle, a Colorado farmer and custom feed grinder who's been one of the first to try the new-style grinder manufactured by Sterling Grinder Co., Sterling, Colo. "It grinds 50 ton of hay or more per hour. There's no way you could ever grind 50 ton of hay with even the biggest tub grinder."

Sterling Grinder Co. has so far developed two big commercial sized units. One is engine-powered and rated at 55 ton per hour and the other, rated at 40 ton per hour, is pto-powered.

On the biggest unit a 16-ft. long feed table carries bales into the grinder cone. The cone is 7 ft. in dia. and rotates at 850 rpm, spiraling its way into the material. Long-lasting tungsten steel sickle sections mount on the flighting and slice the bale into long pieces that are hammered into shorter pieces by 72 hammers that free-swing at the base of the cone. The adjustable hammers can be adjusted to cut hay in lengths from 1 to 8 in. The hammers chop the hay and then feed it to a 30-in. wide, 27-ft. unloading conveyor.

Company representative Dick Dixon says the simplicity of the grinder is the key to its success. "There are no screens and only one main moving part - the cone. It does an especially good job in wet, tough hay because 70% of the cutting is done by the sickle sections while the hammers do the rest. Farmers tell us they like the fact that it doesn't pulverize the leaves. Because of the simpler design, it's much more reliable and requires little maintenance," he says.

The Sterling grinder is shaft-driven by a 318 Detroit diesel. Engine speed and power is controlled by a built-in governor that automatically adjusts to the amount of material fed into the grinder. "We've used a prototype machine for a year with few problems," says Dixon, noting that the company has plans to make a smaller, farm-size unit as well as a vertically positioned unit for chopping wood chips and other tougher tree or crop residue.

The 55-ton engine power grinder sells for \$88,000. The 40-ton pto model sells for \$40,000.

For more information, contact: FARM SHOW Followup, Sterling Grinder Co., Inc., P.O. Box 787, Sterling, Colo. 80751 (ph 303 522-6710).



Flighting on spiral bale-chopping cone is fitted with tungsten steel sickle sections.