



Grain Cart Made From Old Combine

Old combines make great "go anywhere" grain carts according to Paul Romaniuk, Gilbert Plains, Manitoba, who converted an old 1950's vintage International 127 into a grain-hauling workhorse.

His first step was to completely dismantle the machine. Then he combined the engine, drive line and front axle assembly with the frame off an old Dodge truck. For the grain cart's rear axle he used the front axle from the Dodge as well as the heavy-duty overload springs. Then he fitted the rear axle with the biggest truck tires he could find.

Romaniuk built the 300 bu. grain box from scratch and fit-

ted it with a hydraulic dump hoist driven by a motor off the combine 6-cyl. gas engine. The front of the grain hauler is still fitted with the original combine front wheels so the truck slopes toward the back.

"It'll do 15-mph down the road and 4-mph in low gear. The big advantage to using an old combine is that it'll go almost anywhere. When grain trucks bog down in soft ground, this machine keeps on going," notes Romaniuk.

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Boom Pole Hay Spear

"We built it out of an old used IH cultivator that we bought for \$250," says Steven Estep, Coal Hill, Ark., about the high-lift hay boom he built that'll stack big round bales up to 20 ft. high and handle other lifting chores.

The cultivator's 4 by 6-in. toolbar became the boom's main beam and it also supplied the quick-tach Cat III 3-pt. A big Triple K hydraulic cylinder provides the lift and a smaller tilt cylinder tilts the bale spear.

"One reason we built the boom was to stack bales on semi trailers. We were having trouble loading big round bales but now

we can stack even the biggest bales 2-high on a trailer. We also use it to lift heavy equipment for transport," says Estep.

The boom is split about 12 ft. in from the bale spear and bends on a hinge Estep made from heavy 3/4-in. plate and a heavy bolt. All operation is from inside the cab of the big Deere 4640 tractor. "Does the job of high-priced front-end bale handlers," says Estep.

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Home-Made Mailbox Holds "Barrel" Of Mail

"Here's where I get each issue of FARM SHOW," notes Australian farmer Chris Friend, of Gunnedah, NSW, shown retrieving mail from the standard, home-made barrel mailbox used by most Australian farmers.

One advantage of the design is that, regardless of how much mail you get, you can truthfully boast that every day you get a barrel of mail — even if it's only a single letter. Instead of their names, Australian farmers generally put the name of their farm

in big letters on top of the mailbox.

In checking with U.S. postal officials, we were told that the barrel design would comply if the door was modified to hinge at the bottom, and if the box was equipped with a flag — if you want to have letters to be mailed picked up. If there's no mail to be dropped off, the postman won't stop — unless the flag is up, signaling that there are letters to be picked up for mailing.

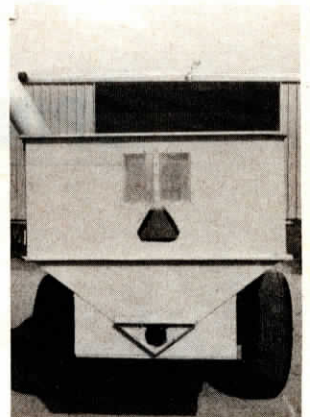
See-Through Grain Cart

"I cut holes in the front and rear of my grain cart so I could see highway traffic traveling down the road," says W. Harvey Roberts, Shawboro, N.C.

"There's 19 miles between our farms and I don't fold down the unloading auger when traveling. Being able to see traffic coming up behind me, I can get far enough off the highway so cars and big trucks can pass me safely.

"The front hole is 9 by 9-in. square and the two side-by-side rear holes are 11 by 17-in. each. I installed a thick sheet of 1/4-in. plexiglass over the holes and, after 8 years, I can still see through clearly and the plexiglass has never broken. I also put a small 9 by 9-in. hole in the lower front of the cart so I can see how much grain is left in the cart when unloading into my trucks.

"I strongly feel that all grain cart manufacturers should be



required to install windows in their carts to make them safer on highways."

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