

24-Ft. Bridge Hitch Makes "Once-Over" Tillage Easy

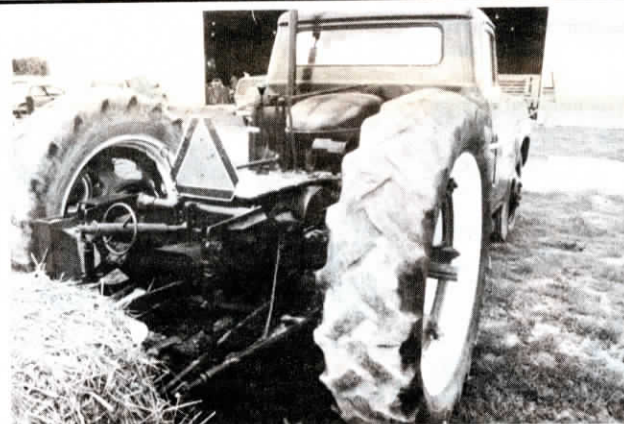
"There wasn't anything on the market that would do the job," says Michigan farmer Eugene Allen, of Rives Junction, who came up with his own 24-ft. long "bridge hitch" a year ago that reaches back over his chisel plow to pull a trailing culti-mulcher.

"It really works good. One trip over the field and I'm ready to plant," says Allen. "I needed a bridge hitch that would clear my chisel plow and be strong enough to pull the culti-mulcher but I couldn't find an implement dealer who had what I wanted. I tried hooking the culti-mulcher directly to the chisel plow. It worked good until a bolt sheared on the chisel plow lift system.

"I used 6 by 3-in., 1/4-in. wall rectan-

gular steel tubing to build the frame. I used part of an old wagon running gear to make the back part of the hitch. I fitted it with dual wheels because single wheels tracked right in the furrows left by the chisel plow. One problem I had initially is that the bridge hitch tended to slide sideways when I turned at the end of the field. To solve the problem, I added a bracket on back that lets me add about 600 lbs. of tractor weights. The bridge hitch hooks onto a flat drawbar on the tractor's 3-pt. hitch. Hydraulic hoses extend back to the culti-mulcher."

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"Truck-Tor" Hay Hauler

"My son Rick built this 'truck-tor' in his high school shop class. It works great for hauling round bales out to our pasture and gets a lot of attention wherever we go," says Ken Krueger, Ollie, Iowa.

Rick Krueger built the truck-tractor combo out of a 1958 Ford 1-ton pickup and a Farmall M. It's equipped with a 3-pt. hitch, hydraulics, and reversible pto. Krueger controls all tractor functions from inside the pickup cab by means of rods connected to the tractor brakes, pto, gear shift lever, and hydraulic levers. There are two transmissions - a 4-speed in the pickup and a 5-speed on the tractor rear end. The transmissions provide 20 forward gears and four reverse.

"It's probably equal to a 100 hp tractor," says Ken Krueger. "I like it because I don't have to start up an expensive tractor in the winter when it's cold and I can use it for all kinds of chores. I use only fourth and fifth gear on the tractor because the other gears are too slow. In

fifth gear I can travel up to 30 mph on the road. We use the truck brakes for general stopping but we can use the tractor brakes when needed. Hydraulic power is supplied by tractor's original pump."

Rick Krueger cut off the pickup frame just ahead of the rear wheels. Then he took the tractor apart by splitting it in front of the transmission. The tractor axle is positioned about where the pickup's rear axle used to be. He made a driveshaft to connect the truck and tractor transmissions together. The 1-ton truck has 20-in. front tires and sits up high so the two transmissions lined up almost perfectly.

When Krueger put bucket seats inside the cab there wasn't room for the gas tank behind the seat so he removed it. He uses the tractor's gas tank, which mounts right behind cab, to supply fuel to truck.

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FARM SHOW

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Harold M. Johnson, Editorial Director



Economical Tandem Rake Hitch

"I used to hate raking hay because it always seemed to take forever. About 12 years ago, I bought a New Holland dual rake hitch and it was a big improvement over using a single rake but it was a real hassle getting it to the field, hooking it up, or even going through a gate or hedge row. I figured there had to be a better way," says Tom Crittenden, Mansfield, Penn.

"I saw a couple articles on commercial dual rake hitches in FARM SHOW (Vol. 12, No. 6 and Vol. 15, No. 3) and I liked their ideas but not their prices so I decided to build my own.

"I bought an old Hesston 1010 hydro-swinging mower conditioner at an auction for \$200 (it needed repairs). I sold the pump off for \$100 and the cutterbar and guards for \$25. Then I stripped it down to the frame, raised the front up 52 in., put a hitch on the back, and ran extra

hydraulic hose up front to reach the tractor. When I took it to the field I found I had to extend the rear hitch so I could turn sharp to the right, so I took it back to the shop. After that, it worked perfectly.

"I can make two single windrows or a double windrow or any combination in between. It's easy to steer to either side with just the flip of a hydraulic lever. I can even use it as a single rake. It works as good in a small field as a big one and, on steep hills, it stays wherever you put it because it's heavy enough to keep from sliding.

"I sold the first one I built and am now building a second one. I'd like to build more, if there's interest."

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