



Home-Built Earth Scraper

George Yungwirth, Prince Albert, Sask., built his own 8-yard capacity earth scraper which he uses to dig out and replace topsoil in low-lying wet areas and drained sloughs.

The scraper is equipped with a bucket that's 11 ft. wide, 7 ft. long, and 40 in. high.

"I moved a lot of dirt with it during the recent drought after I drained water from some sloughs," says Yungwirth. "Before I built this model I was using a 2 1/2-yard capacity scraper pulled by my 80 hp tractor. I pull this model with a 200 hp tractor."

Yungwirth built the frame from 4 by 8 in. box tubing and the bucket from 3/8-in. steel. He borrowed the scraper's two single

front tires from an old 5-ton truck and the dual rear tires from an old tag axle truck.

If he did it again, Yungwirth says he'd do some things differently. "The front tires are too close to the biting edge of the bucket where most of the weight is, making it easy to get stuck. I should have mounted dual tires on front and single tires on back. One problem with this model is that I've got to be careful how I dump the bucket because it lifts a little too high off the ground. Also, the bucket is so deep that the rear portion doesn't always fill up completely."

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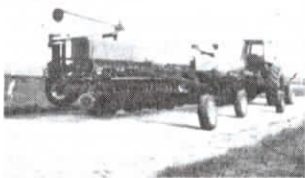
Flex-Hitched 42-Ft. Bean Drill

"I can plant as much as 300 acres in a 15-hr. day. A comparable commercial flex hitch would have cost \$11,000 without the drills or markers. I already had one drill and bought everything else needed for less than \$4,500," says Richard Wurtzberger, Sleepy Eye, Minn., who teamed up two 20-ft. Tye grain drills to make a flex-hitched 42-ft. drill.

"It seeds a total of 32 rows. There are 4 skip rows so I can use a 21-ft. rotary hoe and also a 21-ft. bean bar. The skip rows are also spaced correctly for the dividers at either end of the 20-ft. head on our combine. Two of the skip rows are behind the tractor wheels, with four rows in between, and the other skip rows are two rows from each end of the drill.

"I started with a rigid frame another farmer had originally built to mount two 15-ft. Deere drills. I extended the drill and fitted it with a pivoting 3-pt. hitch. I used a Weldon 3-pt. swivel on the inside lower link. The outside lower link is a slot which allows a Cat II to Cat III adapter to roll up and down 3 in. The third link is adjustable and is spaced at a height equal to the drill hitch.

"The flexible hitch gives the drill a total of 16.5 in. of flex at the ends of each drill, or a total flex of 33 in. However, when turning or on ends, the outside end of the drill can lower 1 1/2 in. from center (half of 3 in.) so the drill will be 5 1/4 in. lower on the outside than the 3-pt. frame. To remedy this I attached, through a series of cables and pulleys, the outside lower link to the center cylinder on the lift assist. A turnbuckle is used to set the drill at a level height. I used two Deere lift assist wheels from a 71 corn planter to help lift the drill.



They lift simultaneous with the center," says Wurtzberger.

He uses 2 transport pivot wheels and the hitch from an IH 500 planter to transport the drill, pulling from one end. The planter monitor he uses came off an 8-row IH planter. "To adapt the IH sensors to the Tye seed boot, I made bushings by cutting donut sections off 1 1/4-in. dia. plastic tubing. I cut the seed boots in the center and removed several ribs, replacing them with the sensors. I put sensors on the outside rows and then distributed them evenly across the width of the drill.

"The markers were salvaged from an old IH Cyclo planter."

Wurtzberger says no permanent modification was made to the planter, although some holes were drilled to attach braces to it.

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Old Combine Makes Great Snowblower

"We equipped our 1964 Deere 55 combine with an 8-ft. Lundell snowblower. It works better than we ever expected," says Merle Carpenter, Wayne, Ohio.

Carpenter bought the junked-out combine for \$1,000 and completely rebuilt the engine. He and his sons stripped away the combine's grain header, cylinder, and straw walker and equipped the combine with a new heavy duty gearbox to pto-drive the snowblower at 540 rpm's. The combine's original grain head-lifting cylinders lift the snowblower up and down.

"We bought the snowblower for 3-pt. hookup on a tractor, but the tractor was geared too high for the snowblower so we decided to try mounting it on the combine. It's a heavy duty snowblower that really chews snow up. It works better than I ever imagined because the combine has variable speed drive which works great for slowing down and speeding up as needed while blowing snow. In the past we used a tractor and loader to clean our driveway, but when we piled snow up along the driveway the wind blew it right back. Our combine-mounted snowblower blows snow 15 to 20 ft. from the driveway, which is far enough to keep the snow from drifting back."

Carpenter bought a new heavy duty transfer gear case to power the snowblower and mounted it on a frame above the combine transmission. He attached a gear to the center of the shaft that

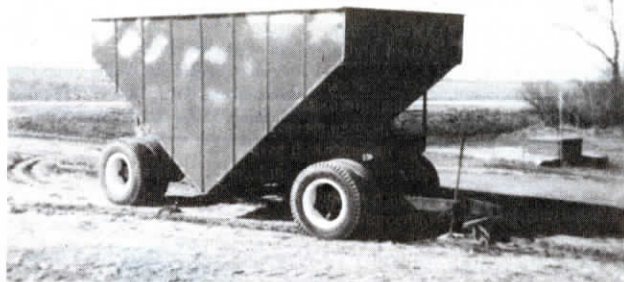


originally drove the combine cylinder and uses it to power the transfer case. A pto-shaft runs from the transfer case to the snowblower. He built a plywood box to go over the cylinder shaft and transmission drive belts to keep snow out of them. The box is hinged on top to allow servicing of the belts. He removed the radiator screen and turned the radiator shield upside down to keep snow from plugging up the radiator. The radiator now draws air from the bottom instead of from the top.

He removed the rear hood that formerly covered the straw walker and chopper and used it to cover the engine. The combine was equipped with an aftermarket cab that wasn't heated so Carpenter made his own heater by running a duct from the engine manifold to the rear of the cab.

Total out-of-pocket cost for the combine snowblower, including the factory blower, was about \$3,500.

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"Quick Dump" 600-Bu. Gravity Wagon

Richard Clow, Princeton, Minn., built a steep-sided 600-bu. gravity wagon from the shortened-up frame of a junked-out 1959 International tandem axle truck.

Clow stripped the truck of everything but the chassis. He split the tandem axles and mounted one axle at the front of the chassis and one at the rear. He built the box from 14-ga. sheet metal and welded it to the chassis, then welded a hitch to the front axle.

"I hauled grain with 200-bu. trucks until the state of Minnesota decided to double truck license fees," says Clow. "My gravity wagon hauls as much as three trucks and eliminates the need to pay for a truck license and insurance. The axles are equipped with 9.00 by 20 duals which help stabilize the wagon, and springs on the rear axle cushion the weight of a full load against weldwork on the frame. It works great and it cost only \$1,500 to build."

In order to give the wagon its deep "V" design for easy dumping, Clow cut the chassis into two separate sections, both of

which extend into the wagon box. The front section is high enough so the front wheels can turn 90°. The front axle pivots on a single 3-in. dia. pin that works like a fifth wheel. He made the heavy-duty drawbar from 6-in. channel iron. Clow uses a 4-WD tractor to pull the big gravity wagon in wet fields and a smaller tractor on the highway.

He made the box by welding 1-in. angle iron spaced 2 ft. apart onto 14-ga. sheet metal. Lengths of 3-in. channel iron around the top of the box help keep it rigid. Two chains hold the sides of the box together. Grain in the box is unloaded through a bottom opening that opens hydraulically from the tractor cab with a 22-in. long hydraulic cylinder. A 10-in. round opening in the side of the box allows dumping into a farm auger hopper. A 4-in. dia. auger at the bottom of the box moves the last 100 bu. of grain out. The auger is operated by an orbit motor.

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