Tires are placed upright, side by side, to form low-cost culvert.

Offset hitch allows both tractor and baler to straddle windrow.

GREAT FOR CULVERTS, FEEDBUNKS, RETAINING WALLS AND FENCING

New On-Farm Uses For Worn-Out Tires

Old tires can be a big problem because they're so difficult to dispose of but Gerald Ohs says that's what makes them so valuable around his Harrison, Mont. farm. He's developed several innovative uses for old rubber tires.

Culverts — When Ohs needed a culvert under a road on his farm he built one from worn-out 10 by 22-in. truck tires.

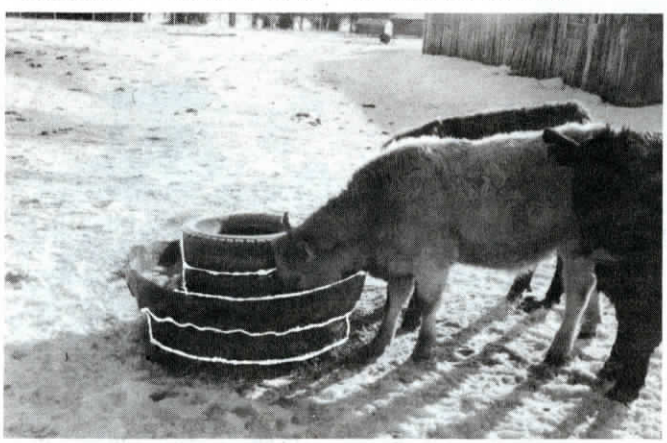
"You stand the tires up side by side in a row and drill three ⅜-in. rods all the way through the full length of the tires. The rods can be used as super long drill bits by heating the ends, flattening them out and sharpening them to a point. You can then use a ½-in. electric drill to drive them through. Once we have the three rods through all the tires, we weld a large washer to one end of each rod and a ⅜-in. threaded rod to the other end. We draw the tires tightly together by putting nuts on the rod and tightening them up. Makes a great, virtually indestructible culvert."

Feedbunks — "We use a 10 by 22-in. truck tire as a base and then cut the sidewall and bead from a tractor tire that's larger than the truck tire. We wire the larger tire to the smaller one and then put a couple 15 or 16 in. auto tires on top and wire them down. Makes a bunk my bulls can't tear up."

Retaining Walls — "We used old tires to make a retaining wall for a bridge abutment by simply laying the tires where we need the wall and filling them with gravel. You first fill the bottom one and then add the next and fill it, and so on."

Corner Fence Post — "In wet bogs or places where you can't set a corner post and yet need something solid to stretch fence wire to, we use worn out 10 by 22-in. truck tires piled one on top of the other and filled with sand and gravel. We put down a tire, tie a wire to it, fill it, and then add the next tire and repeat the procedure. For an extra strong pillar, larger tires can be used at the bottom."

Contact: FARM SHOW Followup, Gerald Ohs, Box 152, Harrison, Mont. 59735 (ph 406 685-3343).



Base is 10 by 22 in. truck tire. Feeder itself is tractor tire with bead and sidewall removed. Car tires form center section.

BOOSTS YIELDS BY REDUCING "TRAFFIC DAMAGE" TO ALFALFA

Offset Tongue For Hay Balers

"If you farm 57 or more acres of alfalfa, you may be able to pay for your investment the first year," says Kimco Mfg., Fresno Cal.., of its new "offset tongue" for hay balers (conventional rectangle bales).

The new-style hitch allows both the towing tractor and baler to straddle the windrow. The modification is part of Kimco's new "traffic control" program for boosting alfalfa yields "up to 1 ton per acre" by minimizing equipment traffic damage to regrowth.

The company inventories all equipment a farmer uses to harvest each cutting, then suggests ways the complete lineup of equipment — baler, swather, bale wagons and the tractors or trucks to pull them — can be "retooled" to run in the same wheel tracks as much as possible.

The offset baler hitch sells for $5,700. "It's made extra heavy — it has to be to support weight of the baler and the engine that powers it," the manufacturer points out.

For more information, contact: FARM SHOW Followup, Kimco Mfg., 338 W. Neilsen, Fresno, Cal. 93706 (ph 209 445-1341).

FITS DEERE TRACTORS

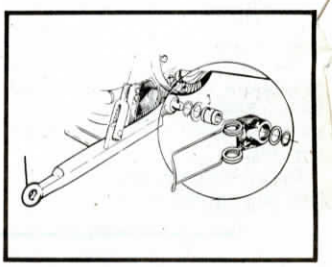
Spring Keeps 3-Pt. Arms Away From Tractor Tires

Irked by the 3-pt. arms of his Deere tractors swinging into the tractors' rear tires, George Hamatani, of Clarksburg, Cal., developed DARTS — a Draft Arm Retention Torsion Spring which solves the problem.

The spring mounts where the arm hinges off the tractor and puts tension on the arm to keep it from swinging against the tire. You unsnap the spring when you want to hook up to 3-pt. implements.

To install on Deere tractors (row model 2950 and smaller) remove the collar on the end of the draft sensing shaft and install the new collar. Next, slip the spring holder, washer and snap ring on the bushing.

The procedure is basically the same for mounting on larger Deere tractors except you need to weld a stub shaft to the draft arm pin.



The spring sells for $35.95.

For more information, contact: FARM SHOW Followup, Golden State Tractor, Jim Atkinson, Sales Manager, 455 Harter Ave., Woodland, Cal. 95695 (ph 916 662-4637).