

“Side Swing” Auger Unloading Spout

“No matter how big the truck or how it’s positioned beneath my auger, I can always fill it completely full without having to move the truck,” says Tim Lindhorst, Lone Rock, Iowa, inventor of a new “side swing” auger unloading spout.

The patented “Loadmaster” consists of a 2-ft. long steel downspout fitted with a 13-ft. long steel cross arm. A 4-ft. long flexible spout hangs below. Steel cable attaches to both sides of the flex spout and runs up to pulleys on both ends of the cross arm, and then to a 12-volt electric winch.

Controls for the winch mount at the base

of the auger. Turning the winch one way or the other moves the flex spout back and forth.

“It works slick and saves a lot of hassle,” says Lindhorst. “I attached a rope to each end of the cross arm so I can swing it to line up with the truck or wagon. The spout doesn’t slow down the auger at all. I welded a metal flapper on the shaft at the end of the auger to force grain down out of the spout.”

Lindhorst is looking for a manufacturer. Contact: FARM SHOW Followup, Tim Lindhorst, 707 280th St., Lone Rock, Iowa 50559 (ph 515 925-3595).



Winch-operated cable pulls auger spout to either side. A rope attached to each end of cross arm allows Lindhorst to line up unit with the truck or wagon.

“Go-Anywhere” Truck Sprayer

Equipped With Tractor Tires

Bill Wahouske likes spraying crops with truck-mounted sprayer. He recently put together a new rig that outperforms anything he’s used in the past.

What’s unique about the Crookston, Minn., farmer’s new sprayer is that it’s equipped with tractor tires, front and rear, for improved flotation and traction.

“I’ve been through big mud holes with it and have never gotten stuck,” Wahouske says.

He started with the cab and chassis of a 1972 Chevy C-40 1 1/2-ton truck that he bought for \$700. He equipped the truck with a 650-gal. tank and 90-ft. rear-mounted

manual-fold boom from NYB (R.R. 1, Box 5, Brooks, Minn. 56715; ph 218 698-4668).

He mounted a pair of used 14 by 9 by 30-in. front wheels off a MFWD Deere tractor on back of the truck. “We had to make a doughnut-shaped adapter plate out of 1/2-in. thick steel so the original truck hubs would fit the larger Deere bolt pattern,” he says.

On front, he used a pair of 9 by 22 in. rear tires off a Deere utility tractor. Holes in the wheels were simply redrilled to fit the truck.

“The speedometer now reads double what it did with the original truck tires,” Wahouske notes. “For example, if the speedometer reads 30 mph, you’re really going 60.”

He installed an after-market cruise control sensor on the engine’s crankshaft to allow him to spray at a constant 10 mph without having to keep his foot on the gas pedal.

Wahouske uses the sprayer to broadcast postemerge herbicides on 2,500 acres of wheat a year. The wheels are spaced 66 in. apart so the sprayer can also be used on his sugar beets on 22 in. rows, he notes.



Wahouske fitted a 1972 Chevy 1 1/2-ton truck with a 650-gal. tank and 90-ft. rear-mounted manual-fold boom. The 30-in. rear wheels are off a Deere MFWD tractor. The 22-in. front wheels are off a Deere utility tractor.

Out-of-pocket expense was under \$12,000, 1/10th the cost of what a commercial rig of comparable size might cost, he notes.

Contact: FARM SHOW Followup, Bill Wahouske, 818 Lowell St., Crookston, Minn. 56716 (ph 218 281-7966).

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Hydraulic-Powered Bale Unroller Fits Any Tractor

For years, we’ve seen farmers mount wheels on front of tractors to roll round bales out on the ground. Now, a pair of Florida farmers have taken the idea one step further by powering the up-front wheel with a hydraulic motor.

Carlton Oswald and his neighbor Bill Conrad say their new unroller is much more aggressive than a free-wheeling wheel.

“It rolls out hay like a red carpet,” says Oswald. “About 40 or 50 cows will consume 1 roll in a day and leave the area as clean as a whistle. I figure I save 1/3 more hay by feeding this way, compared with bale feeders.”

The men used a 15-in. implement wheel but say almost any size wheel will work so long as it runs 12 to 18 in. off the ground. A frame built out of 6 in. channel iron bolts to the weight bracket on front of the tractor and the unit can be easily removed when not needed.

The wheel is chain-driven counterclockwise by a 353 rpm 15 gpm hydraulic motor.

“We use #50 roller chain with a 15-tooth sprocket on the motor and a 30-tooth sprocket on the wheel hub,” Oswald says. “The wheel mounts with two flange-type bearings, one on either side of the wheel. The hub for the wheel welds on the axle and the axle mounts on two 6-in. pieces of channel iron that extend 22 in. in front of the tractor.”

The men have built two units, one for a



Oswald and Conrad have built two units, one for a Case-IH 5130 and the other for a Deere 5400. Wheel is chain-driven counterclockwise by a 353 rpm 15 gpm hydraulic motor.

Case-IH 5130 and the other for a Deere 5400. They use them to unroll 300 to 400 5 by 5-ft. round bales weighing 1,000 to 1,200 lbs. a year.

Out-of-pocket expense was about \$200 apiece, including a new hydraulic motor.

For more information, contact: FARM SHOW Followup, Carlton Oswald, 5720 Grove Rd., Bascom, Fla. 32423 (ph 850 569-2887).



A channel iron frame bolts to weight bracket on front of tractor.