



Tandem axle gooseneck implement trailer has a wooden floor and a sloped steel tail on back equipped with a pair of hinged steel loading ramps.

Old School Bus Frames Used To Build Implement Trailer

"It works as well as any commercial implement trailer on the market and cost only about \$1,500 to build," says Allen Rollins, Motley, Minn., about the tandem axle gooseneck implement trailer he built using the frames from a pair of old school buses.

The trailer, which measures 8 ft. 4 in. ft. wide and 20 ft. long, has a wooden floor and a sloped steel tail on back equipped with a pair of hinged steel loading ramps that can be manually raised out of the way for travel. Either a hand-operated winch or a 2-speed electric winch is used to pull equipment up onto the bed.

Rollins bought two buses for a total of \$600. He used the 10-in. wide frame rails off one bus as the frame for the trailer and the 9-in. frame off the other bus to make most of the gooseneck hitch. He bought two 7,000-lb. axles and mounted used 85R by 16 tires on the wheels. In order to fit the axles he widened the trailer frame out to 66 in.

To make the gooseneck hitch he cut the smaller bus frame up into pieces and welded

them back together. Then he bought a new commercial gooseneck ball receiver hitch and welded it on front.

"I copied the design of a commercial trailer that I saw and added some ideas of my own. It turned out better than I had even hoped," says Rollins. "I use a Chevrolet 3/4-ton 2-WD pickup to pull it. It also works good for hauling hay. I used it last fall to haul eight round bales. I paid \$850 for the axles and wheels and \$10 for the used tires which I bought at a sale. A new commercial trailer of comparable size would cost about \$4,000.

"The sloped tail is made of angle iron cross bars which add traction and make it easy to walk on. I built a box into the gooseneck frame which is handy for carrying tools. I mounted red and white 3M reflective tape on the sides of the bed and hitch and also on back. Makes the trailer easy to see."

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Sassmen stripped bus down to the frame from the driver's seat back, then shortened the frame by 13 ft. and retained the bus's original rear axle and tires. Box is dumped by a pto-driven hydraulic pump off the truck's transmission.

He Converted School Bus To Dump Truck

"It may not look pretty but it comes in real handy around here," says Charles Sassmen about a school bus he converted into a dump truck for hauling manure and firewood.

The Reedsport, Ore., rancher started with a 1974 International school bus equipped with a big V-8 engine. He stripped the bus down to the frame from the driver's seat back, then shortened the frame by 13 ft. and retained the bus's original rear axle and tires.

He used a 5-cu. yd. dump box off an old Army truck that he already owned. The box is dumped by a pto driven hydraulic pump

off the truck's transmission, and Sassmen had a local welding shop build up the pto's main gear in order to synchronize rpm's with that of the truck's transmission.

"That cost \$75, which is the only expense I had," Sassmen says. "I didn't have a dump truck before and this one works just great."

Next, he plans to cover the rear of the cab with tin.

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Modified Tillage Tools Leave More Surface Residue

An Ohio farmer modified three tillage tools to help him maintain 35 percent residue cover requirements on 230 acres of highly erodible land.

"I first converted my Deere 1610 13-shank (15-in.) chisel plow to wider spacings for better trash clearance," says John L. Parker, McCutchenville, Ohio. "I removed six of the shanks and respaced the remaining seven on 22 in. spacings. I replaced the original 3 1/2 in. wide straight shovels on the shanks with 2 1/2-in. twisted shovels. Then I added seven Yetter high residue coulters on front of the toolbar. I use the chisel plow in the fall, which leaves a nice mulch over winter. In spring, I use my high-clearance Krause field cultivator or Krause disk on the ground. The combination of fall chiseling and spring cultivating or disking leaves me with 35 percent residue levels. I made the conversion for about \$850 including the Yetter coulters.

"I sidedress corn on 30-in. rows, injecting 15 to 20 gpa of 28 percent liquid nitrogen between the row. Rather than run the risk of having to wait for a rental unit from my fertilizer distributor, I built my own 5-row unit from a toolbar off an old anhydrous applicator. Now I know I can get into the field at the optimum time.

"I mounted five shanks off the chisel plow (above) on the toolbar and fitted them with heavy-duty liquid fertilizer knives. I use an orifice in each line to regulate rate and centrifugal pto-driven pump to get the proper pressure. My Ford 5200 is equipped with a 110-gal. saddle tank on front for application. Cost of plumbing the unit was about \$300.



Parker built his own 5-row sidedress unit using a toolbar off an anhydrous applicator and shanks off a chisel plow. Shanks are fitted with liquid fertilizer knives.

Cost to rent a sidedresser is \$2.50 per acre, so I figure it took me only 120 acres to pay for the plumbing of the unit.

"I also use a Lely bridge hitch with a Lely Roterra pulled behind my tractor to wipe out tracks, level fields and incorporate pre-plant herbicides in front of my 12 1/2-ft. (7-in.) IH 5100 drill. The rig saves me a trip because I no longer need to pull my 21-ft. Krause field cultivator between pre-plant herbicide application and planting.

"First, I took the pto-driven gearbox and all working fingers off the Roterra and replaced them with Danish tine shanks and spike shovels. Next, I adapted the drill to fit the hitch by removing the outside brackets from the tongue and bolting the hitch frame to the inside drill frame, then rebolting the outside brackets to the hitch frame. The Lely bracket seems made for my Ford 8600. The



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He uses a Lely bridge hitch with a Lely Roterra pulled behind his tractor to wipe out tracks, level fields and incorporate pre-plant herbicides in front of his IH 5100 drill.

drill/Roterra combo turns just as short as a drill hooked to a tractor because the pivot point is still on top of the drawbar and axle. I can turn so short that the hitch will be at the side of the tractor, so turning is no problem. The rig does a good job incorporating herbicides for drilling beans. I paid only \$200 for the Roterra and hitch which I use on 225 acres

of soybeans and 100 acres of fall-sowed wheat every year. The hitch detaches easily, with four bolts in about 5 minutes, so you can still pull drill by itself with the tractor."

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