

They're Switching Grain Cart Augers To The Right Side

Manitoba equipment manufacturer Mike Friesen says the right-hand auger discharge grain carts he's been building for Australian farmers have started attracting interest in Canada and the U.S. "Farmers in Australia have told us that carts with right-hand discharge are a lot easier to use. When you're looking to the right, most people can control the tractor clutch a lot easier than when looking to the left."

Friesen agrees with that assessment because he's both a manufacturer and a grain farmer. He says that after most people get used to the idea of the right-hand discharge, it's safer and more comfortable for the cart operator. It also results in less fatigue during long harvest days.

Australian farmers Stuart and Simon Smart say that passengers sitting in a tractor buddy seat don't interfere with right-hand unloading. They add that operators must always remember to fold the auger in after unloading so it doesn't interfere with the discharge auger on a combine when the cart's

being filled.

Friesen says there's no room for error in that regard, and some farmers who've tested his right-hand design in the past year have suggested installing a warning signal to remind operators to lower the discharge auger when the cart's empty. That's one idea he may incorporate into the right-hand carts the company produces for 2018.

More good news for buyers of the right-hand discharge is that they don't cost any more than a left-discharge model. Friesen says the components are mostly the same, with the same hydraulics and slightly different mountings. In addition to offering the right-hand option on new Elmer's carts in 2018, the company is also building adapter kits that will convert existing left-hand discharge Elmer's carts to the right-hand configuration.

Canadian grain producers harvesting edible beans with a Deere 9500 or 9600 have modified those machines for right-hand discharge using kits from Schnell Industries



Switching grain cart augers to the right side makes them easier to use, says Mike Friesen. "Most people can control the tractor clutch a lot easier than when looking to the left."

(www.schnellindustries.ca). Demand for a new \$25,000 kit has slowed recently as newer combines with gentler handling components have reached the market, but used kits are available by searching online.

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Garden Tractor Forklift

Dale Carey's forklift hauls trash cans to the road, lifts heavy weights, moves equipment, rakes the lawn and even digs potatoes.

"I can't do heavy lifting any more, so I made a forklift for my model 318 Deere garden tractor," says Carey. "Now I load stuff on a pallet and then move the pallets with the tractor."

The forklift does a lot more than just move pallets, thanks to the modified snow blade lift and multi-function forks. Carey retained the snow blade's hydraulic cylinder and mounting bracket attached to the tractor frame. He used scrap steel to build a triangular base with side plates on the wide end that pin to the bracket.

He removed the clevis-like plates the hydraulic ram was pinned to on the snow blade and welded them to the front end of the triangular plate. With the ram pinned in place, retracting or extending it pivots the plate on the bracket.

Carey's forklift consists of forks welded to the bottoms of two 1 1/4-in. square, vertical legs. They in turn are welded to a 3 1/2 by 1 1/4-in. wide crossbar with a snout that fits over the tip of the triangular base.

"If I want to detach the forklift, I just remove two bolts and back away," says Carey.

Each fork consists of 2 lengths of 3/8-in. thick and 1 1/4-in. wide steel with filler plate at either end to reinforce the forks. Holes drilled in the ends of the forks let Carey attach a long narrow steel plate with a hitch ball.

"If I want to move equipment, I drop bolts through holes in the cross plate and the holes in forks," says Carey.

Carey uses the fork holes to attach other components such as a lawn rake and a potato lifter. The lawn rake is 4 ft. wide.

"I used hay baler pickup tines for the rake," says Carey.

If using the forklift for pallets or other



"I can't do heavy lifting any more, so I made a forklift for my Deere 318 garden tractor. It comes in handy for a variety of jobs," says Dale Carey.

materials, he can chain them down using steel rings mounted to the top of the vertical legs. Chains running through the rings can be hooked to a ring attached to the crossplate on the legs.

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AC Tractor Fitted With Rear-Mount Loader

"I've used this tractor every day since 1966 to haul hay and silage, to plow snow, and to do numerous other jobs," says John Lubinski, Plainview, Minn., who modified his 1949 Allis Chalmers WD tractor to work as a forklift. That included moving the steering and other controls around to face the rear, and turning the 4 forward gears into reverse gears. He also added a rear-mounted loader that can be lifted up to 16 ft. high.

The loader is located in front of the rear wheels. "I cut a keyway into the pedestal shaft on the tractor's narrow front wheels so they'll caster when going in reverse," he says.

The loader can be equipped with a home-built snow bucket, grapple fork or 4-tine fork that can handle two 800-lb. big square bales. The loader was made from the frame off an old McCormick Deering F-20 tractor, and the bucket and lift cylinders are off a Farmhand F-8 front-end loader originally used to load loose hay into a big retainer that made tall stacks in the field.

Lubinski reversed the tractor's differential, brake, and clutch pedals and also made a reverse clutch arm. He relocated the gas and hydraulic oil tanks to the back of the tractor, above the narrow front wheels, and mounted the seat cushion off a Deere 70 tractor in its

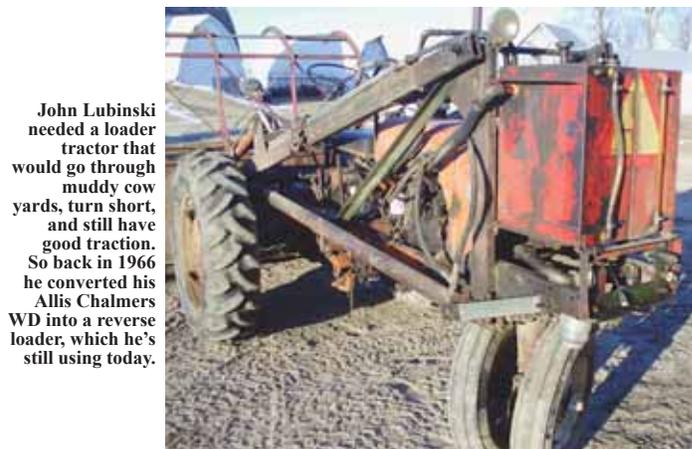
place, fitting it inside an angle iron frame. He also installed a 3-spool hydraulic valve under the seat and above the battery.

The steering wheel is mounted on the gearbox off a Case 6A combine straw spreader, and the throttle lever quadrant is located on the tractor's original steering column. A 20 gpm hydraulic vane pump is connected to the tractor's front crankshaft belt pulley, and is fed by an overhead oil tank located beside a matching gas tank.

"Besides hauling hay and moving snow, I've used this tractor to load corn stalks from 3-ton stacks, to pick apples and change yard lights, to move feed bunks and logs, and to get rid of brush while clearing land," says Lubinski.

"A lot of engineering went into building it. I wanted a rear-mounted loader because it gives the tractor better traction. A conventional front-mounted loader takes the weight off the tractor's rear wheels which leaves you with no traction, and the tractor's front narrow wheels sink in mud and manure."

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John Lubinski needed a loader tractor that would go through muddy cow yards, turn short, and still have good traction. So back in 1966 he converted his Allis Chalmers WD into a reverse loader, which he's still using today.



He relocated tractor's gas and hydraulic oil tanks to the back. Loader can be equipped with a home-built snow bucket, grapple fork, or 4-tine fork that can handle two 800-lb. big square bales.