



Build Yourself A Bicycle Cultivator

While hoeing weeds in our garden last spring, I came up with the idea of converting an old junk bicycle into a garden cultivator. I immediately quit hoeing, spent a couple of hours working on the bicycle and, to my great pleasure, was able to use it to finish the hoeing with ease.

Here is how I did it, step by step:

1. Remove everything that can be removed from the bicycle.
2. Put a tire and wheel where the rear wheel was (minus the sprocket and chain). You may have to squeeze the rear forks inward if you use the front wheel, especially if it's a 10-speed.
3. Using a torch or hacksaw, cut the forks off the front fork assembly.
4. Turn the frame upside down, putting the front fork assembly back in opposite the way

it came out, and tighten the large nut down so the fork assembly can't turn. Put the handle bars and rod in and tighten.

5. Depending on your height, you may have to replace the seat rod with a 1 inch steel rod or pipe which is longer. I'm 6 ft., 4 in. so I used a 14 in. rod. Drill a 3/8 in. hole through the rod approximately 1 1/2 in. from the end. Depending on the bicycle and you, you may have to heat and bend the rod to put the tillage tool at the correct angle.

6. Insert the rod into the seat hole with the bend toward the tire.

7. You can make your own tillage attachments, or go to the hardware store and buy them. Mount an attachment to the bent rod using the 3/8 in. hole, then adjust height and the handle bars.

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Drive-Through Wagon Dump

To dump gravity box wagons on his farm near Rockford, Iowa, Henry Kalke, Jr., designed a drive-through wagon dump that's easy to use and portable.

The wagon dump consists of a tube steel frame with enough clearance for a tractor and wagon, and a ramp on one side. The ramp is lifted at both ends by cables running to the top of the frame, through pulleys, and down the side of the frame to a drive shaft which is powered by an electric motor. The ramp lifts the wagon high enough to dump 100% of every load, no matter what the moisture content, according to Kalke. His unit has been in use for 4 to 5

years. He's looking for a manufacturer for the wagon dump.

For more information, contact: FARM SHOW Followup, Henry Kalke, Jr., Rt. 2, Rockford, Iowa 50468 (ph 515 423-5797).



Bean Buggy Features Offset Driver's Seat

"We built this four man 'B' buggy on our Farmall B to help reduce the cost of hiring a crew to walk our beans. Its high clearance enables us to go through beans that are up to 3 ft. tall. The tractor is light enough to go through any wet spot with plenty of power and traction," reports John Snyder, Alta, Iowa.

"For the frame, we used two 5-ft. sections of 4-in. steel tubing that extend from near the clutch housing back to the rear axle. For the bean bar, we took 22 ft. of 3-in. steel tubing and set it over the frame so it extends 11 ft. on each side of the tractor.

"We set the steering wheel off to the right side of the tractor, using a 3-ft. shaft with a steering wheel on one end and tied into the steering column. This allows the driver to control the tractor from his spraying seat.

"We moved the clutch using two pulleys and 5 ft. of 1/2-in. steel cable. The driver can still reach back and shift into any gear. Also, the throttle and hand

brakes are easy to reach for slowing down and turning at the ends of rows.

"The seats, mounted on a short piece of 4-in. tubing, are adjustable for any row width up to twelve 30-in. rows. Both the foot rests and umbrellas are adjustable.

"We found that we can ride up to 90 acres a day, and get off at the end of the day not feeling a bit tired.

"It cost us about \$128 to build this unit using salvage materials lying around the farm. Most of the cost was for the seats and umbrellas. Other older tractors could probably be outfitted with this type of bean buggy with slight modifications.

"We're looking for someone to manufacture and market this invention," Snyder told FARM SHOW.

Contact: FARM SHOW Followup, JUT Farms Mfg., R.R. 2, Storm Lake, Iowa 50588 (ph 712 732-1739, or 712 284-1542).



House Sports Sheet Metal Roof

"I decided to put on a roof that I'd never have to replace," explains D.E. Berger, Farmington, Minn., whose country home sports a galvanized metal roof.

Berger nailed the metal sheets (1 1/4 in. corrugations) over the old asphalt shingles, using extra long (2 in.) roofing nails with neoprene washers affixed to the head to provide a water-tight seal.

"Initial cost of the metal roof was a little more than it would have cost to put on new asphalt shingles, but I figured the metal roof would be a lot cheaper in the long run since it should

outlast three or four conventional roofs — maybe even more. What's more, the metal roof has some extra advantages. For example, it's slippery and snow slides right off, eliminating the usual problems with snow and ice buildup. The metal roof is also virtually immune to hail damage. The sound of rain falling on it is like music to the ears," Berger told FARM SHOW.

He left the galvanized roof unpainted but notes that "you could easily paint it whatever color you wanted".

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