

Acra-Plant's new subsoiler is equipped with 48-in. long narrow profile shanks.

VETERAN COMPANY'S FIRST "WHOLE GOODS" PRODUCT

Acra-Plant Unveils New Subsoiler

Acra-Plant, veteran supplier of long-wearing attachments for planters and tillage tools, has introduced the company's first "whole goods" product — a variable profile subsoiler (VPS - series 1000) designed and built by Acra-Plant, headquartered in Garden City, Kan.

"Our new subsoiler presents a very narrow opening profile, creating a subsoil
condition in which soil flows around each
shank in a controlled lifting fashion —
minimizing clods or slabs," notes Joe Wright,
communications director. "You simply fit
the shank footpiece with the appropriate
point or wing to achieve the desired soilflow action, depending on soil conditions."

Initially, the new subsoiler is being offered in a 3-pt. hitch model. It's available with 5, 7 or 9 shanks in 11.5, 16.5 and 21.5 widths. The primary frame bar is made of 7 by 7 in. steel tubing, and the diamond-shaped secondary bar of 4 by 4 in. tubing. Both bars have heavy 3/8-in. thick walls. The 48-in. long shanks provide high clearance (35.5 in. from under primary bar to point) for trash and are infinitely adjustable on the mounting bar for row width.

For more information, contact: FARM SHOW Followup, Acra-Plant, P.O. Box 1114, Garden City, Kan. 67846 (ph 1 800 835-9190).



Guth mounted salvaged elevator scale on wheeled chassis to weigh grain, fertilizer.

wooden hopper mounts on fairbanks morse scale Portable Grain Scale

"It climinates the need to make an extra trip to town to weigh grain or feed," says Tim Guth, Unity, Sask., who built a 105-bu. portable grain hopper scale by mounting a stationary scale salvaged from a country elevator on a home-built trailer.

A large Fairbanks Morse scale mounts beneath a 6-ft. sq., 4-ft. high wooden hopper. Guth mounted the scale and hopper on a platform made from 2 by 8-in. steel tubing. The platform is carried by an axle salvaged from an old mobile home. The hopper is equipped with a bottom load-out chute.

"I use it to sell grain for seed to farmers," says Guth. "I position the hopper under the end of the bin unloading auger, weigh the grain, and load it into my truck. It also comes in handy when I buy feed grain from neighboring farmers and in the spring when I weigh grain before filling my air seeder. It could also be used to weigh fertilizer before planting. I mounted a screw jack on each corner of the frame to keep the scale level on uneven ground and to make sure that the weight of grain rests on the scale and not on the axle. The scale weighs loads up to 6,400 lbs. and is accurate to within about 5 lbs."

Guth mounted a 2-in. ball hitch on the tongue of the trailer which lets him pull it with a 1/2-ton pickup.

Contact: FARM SHOW Followup, Tim Guth, Box 603, Unity, Sask., Canada S0K 4L0 (ph 306 228-2095).



"The combine's hydraulic system has plenty of power to handle even the heaviest bales," says Bourbeau.

WORKS BETTER THAN A TRACTOR

Bale Handler Built From Old Combine

A cut-down 1960 Case 150 combine fitted with a pair of bale handling arms and a Deere 3010 tractor cab makes a nifty bale unroller-feeder for Hubert Bourbeau, Fort Kent Alberta

"It works much better than the tractor I had been using and cost less than \$300 to build," says Bourbeau, who runs a cow calf operation. "I had been using the front-end loader to pick up bales and the tractor's front wheels to push the bale along and unroll it. However, if the bale wasn't perfectly round it was hard to unroll. In cold weather the diesel engine was hard to start, and the hydraulics worked so slow that I could hardly operate the front-end loader. I didn't want to mount a bale unroller on back of my half-ton pickup because I was worried about damaging it. The combine's hydraulic pump has plenty of power to handle even the heaviest bales for unrolling or to drop into bale feeders.

"I usually back up to unroll bales. However, if I pick up a bale from the opposite direction that it was rolled, it unrolls easier if I drive forward. The combine is equipped with a 3-speed transmission. I plan to shorten the combine frame by 2 ft. so 1 can turn

shorter."

Bourbeau removed the combine's header and lowered the engine's frame by 2 ft. He replaced the existing steering box with a larger one off a 1969 Chevrolet school bus because the old one was not responsive enough for the bale handler. To handle bales, he welded a 6-ft. length of 3-in. sq. steel tubing across the feederhouse and mounted a pair of hinged arms on it that he built from 3-in. sq. steel tubing. The header lift cylinder is used to raise and lower the arms while a 2-in. dia. cylinder is used to open and close them.

The combine was junked out when Bourbeau decided to salvage it. The engine had seized up, but he solved the problem by loosening it up with automatic transmission fluid. The header was raised and lowered by a one-way cylinder. Bourbeau added a hydraulic line to convert it to a two-way cylinder. He uses controls from an old Farmhand loader to raise and lower the bale unroller as well as to open and close the arms.

Contact: FARM SHOW Followup, Hubert Bourbeau, Box 56, Fort Kent, Alberta, Canada TOA 1H0 (ph 403 826-5587).

Spot Sand Blaster

Here's a mini sand blaster that's great for large or small body repair jobs or for cleaning off rusted-over nut or bolt heads.

The blaster consists of a gun handle that's fitted with a 1-quart sand canister and a special rubber tip that's designed to reclaim most of the sand used for blasting. Blaster hooks up to a conventional air hose, using normal tire-inflation pressure. To use, you hold the rubber blasting tip up tight against whatever's being cleaned and it'll strip clean an area a little bigger than a quarter. Sand is trapped within the rubber tip. When air pressure is turned off, it drops into a cloth bag for reuse.

Sells for \$110. Uses normal sand-blasting sand.

Contact: FARM SHOW Followup, Pres-



Rubber blasting tip, which reclaims sand, strips clesh an area the size of a quarter. sure Washer Shop, Ltd., Rt. 1, Elmira, Ontario Canada N3B 2Z1 (ph 519 669-2150).