

USES SNOWPLOW FRAME AND HYDRAULICS

Round Bale Hauler Fits On Front Of Pickups

Larry Herin of Hesperia, Mich., wanted to haul round bales between farms without the hassle of using a tractor. He solved the problem by building a bale fork that mounts on any pickup with a hydraulic-operated snowplow lift bracket.

"It lets you use your snowplow lift frame all year long," says Herin.

His 2-pronged bale fork mounts on a rectangular steel frame that attaches to the snowplow frame with two pins and a lift chain. To load a bale you slide the forks under and lift. To unload, you just lower the prongs to the ground and back up.

The patented unit can also be used to handle pallets. To adjust the distance between forks you just pull two pins and slide the forks

back and forth on a rail.

When not in use the forks can be flipped up out of the way against the snowplow frame.

"I got the idea while using a tractor to haul bales between farms during the winter. I about froze to death. Now I can haul bales on Sunday after church without even having to change clothes. I've used it to haul hundreds of 4 by 4-ft. bales that weigh about 500 lbs. apiece. It's much handier than bale haulers that mount on back of the pickup because it leaves the bed free for hauling other things.

"The bale fork itself weighs 265 lbs. so with a 500-lb. bale the total weight is 765 lbs. on front of the pickup. I didn't add heavier springs to the pickup. The hydraulic cylin-



Two-pronged bale fork mounts on a rectangular steel frame that attaches to snowplow frame with two pins and a lift chain.

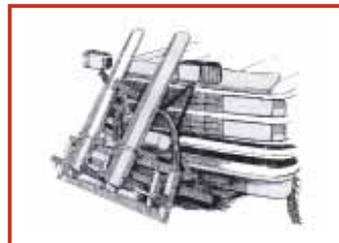
ders on most snowplow frames are only designed to lift about 700 lbs. so the bale fork can't be used to haul bigger bales.

"As an auctioneer I've also used my bale forks to haul pallets loaded with furniture, stoves, firewood, etc.

"I plan to soon offer a 7-ft. wide snow blade that will pin onto the bale fork frame, with the forks raised in the transport position so you'll never have to take the forks off."

Sells for \$985. Snowplow frames are also available. Dealer inquiries welcome.

Contact: FARM SHOW Followup, Lazy Lift, Inc., 178 S. Division, Hesperia, Mich. 49421 (ph 616 854-8151).



When not in use the forks can be flipped up out of the way against the snowplow frame.

Pickup Turned Into Dump Truck

"We fitted our 1968 Chevy 1-ton pickup with a home-built 10-ft. long steel bed with 14-in. sides. A pair of hydraulic cylinders are used to raise and lower the bed so we can dump loads. The entire bed is open with no wheel wells in the way so it can carry a lot of material," says David Ray, Winfield, Kan.

The floor of the bed is made from 10-ga. steel and the sides from 20-ga. steel. Total capacity 135 bu. A "headache rack" made from expanded metal and 1 1/2-in. dia. steel pipe mounts on front of the bed, and a tailgate slips onto the back. The 2-stage cylinders are operated by a hydraulic pump that's

direct-driven off a pto on the pickup transmission.

"The truck recently turned 100,000 miles but still has the original engine and transmission," says Ray. "The bed is strong enough to haul dirt, gravel, wood or any other material. At first we used it to haul wheat and milo. We rarely use it to haul grain any more but we do use it to haul seed wheat. Most of the time we use it as a utility rig to haul about 80 to 90 cords of firewood each year. It works great."

Contact: FARM SHOW Followup, David Ray, RR 2, Box 236A, Winfield, Kan. 67156 (ph 316 221-3541).



Ray fitted 1968 Chevy 1-ton pickup with home-built 10-ft. long steel bed. A pair of hydraulic cylinders are used to raise and lower the bed.



Ellis positions the plane's landing gear on the ramps and then pulls it inside by hand or with a garden tractor.

Dolly Helps Him Put Plane In Shop

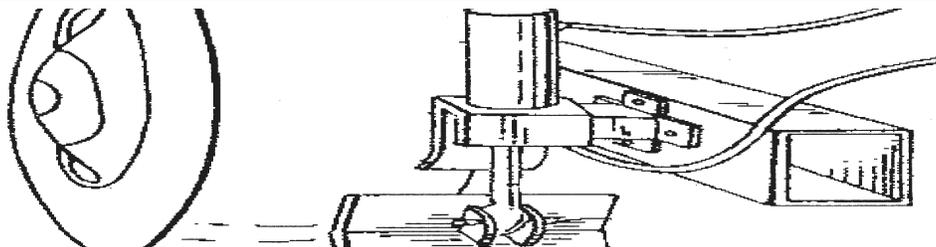
When Bob Ellis put up a new shop a few years ago, he decided to convert his old shop into a hangar for his restored 1946 Aeronca Champ airplane. The problem was, the old shop had a 24-ft. wide door and the plane had a 36-ft. wingspan.

"The only way the plane would fit through the door was sideways and landing gear wheels don't turn sideways," says the Dana, Ind., farmer.

So Ellis built a ramp/dolly system out of odds and ends that allows him to roll the plane in through the door with ease.

It consists of a main frame made of two 8-ft. lengths of 3-in. dia. steel pipe. Ramps made from a 6-ft. International truck bumper cut in half, weld to each end, as do four dolly wheels which came off a Deere cultivator. The wheels on one end of the dolly pivot on a pin like a fifth wheel hitch. That's so the airplane can be finessed into place once it's inside the hangar.

Contact: FARM SHOW Followup, Bob Ellis, 460 S. State Road 71, Dana, Ind. 47847 (ph 217 666-3557).



This rotor for Case-IH 1440/2166 combines was modified with St. John's new-style rasp bars. Note spiral "vine sweeps" at left.

New-Style Rasp Bars For Rotary Combines

"Our new rasp-type rotor bars for axial flow combines pull soybean stems and other tough material through combines much easier without tearing up the crop. They can increase capacity by up to 20 percent," says Terry Welch, St. John Welding, St. John, Kan.

The company strips off the original rub bar mounts and welds the new patent pending chrome alloy rasp bars around the rotor in a staggered configuration. The bars are longer than the original ones and equipped with long 3/4-in. deep teeth spaced far enough apart to provide an open area for grain and

finer to channel between them, as opposed to the pinching action at the concave surface required by the use of shallower toothed rub bar-style rotor bars. They also deposit grain and fines more evenly through the entire concave and separating grate areas, providing a more consistent spreading of the load across the cleaning shoe.

"The leading edge of each tooth is almost vertical, allowing it to pull material more easily and providing more positive rolling and fluffing action of material for separation of the crop without the squeezing and tearing

action of rub bar type rotor bars," says Welch. "If necessary, spiraled vine sweeps can be installed at the rear of the rotor in order to more evenly spread material to the discharge beater."

The bars are available for L and M Gleaner combines, Agco/Gleaner R-50, R-62, and R-72 rotaries, and all Case-IH, New Holland, and White/Massey rotary combines.

"A field ready rotor modified for a Case-IH 1460 combine sells for \$2,150," says Welch. "By this spring we plan to offer fully enclosed rotors equipped with our new rasp bars for conventional as well as rotary Gleaner combines. And within 6 to 8 months we plan to offer the bars for Deere and other conventional combines."

Contact: FARM SHOW Followup, St. John Welding & Mfg., Inc., Box 175, St. John, Kan. 67576 (ph 800 549-3289 or 316 549-3282; fax 316 549-3262); E-mail: sjwelding@feist.com. Home page at www.stjohnwelding.com.



This rotor is out of a New Holland TR 70/TR 85 combine. Note spacing and depth of teeth on rasp bars.