



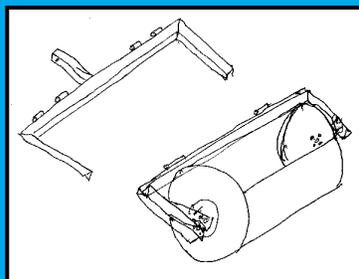
Henderson mounted auto hubs in the center of each end of a 55-gal. metal drum. Frame slips into pickup's receiver hitch.

Low-To-The-Ground Cargo Carrier On Back Of Pickup

Here's a simple, low-to-the-ground way to carry feed, manure, concrete or other materials with your pickup. It's easier to shovel into than your pickup bed and dumps by simply pulling a pin and rolling it backwards.

G.A. Henderson, Williamstown, Va., came up with the idea for the back of his Sonoma. He runs a local car wash and often has to haul away the mud from the wash pits. He didn't want to dirty up the bed of his truck with the messy load so he hit on the idea of mounting a barrel on the receiver hitch of his pickup.

"I took a 55-gal. metal drum and mounted auto hubs in the center of each end, leaving a disc brake rotor on one hub," says Henderson. "Then I made a U-shaped frame out of heavy channel iron that wraps around the back and each end of the drum. I put an auto spindle on each end to fit the hubs. I made another channel iron frame the same size with a piece of 2-in. box tubing that fits the receiver hitch on my pickup. The barrel rests on top of the frame in the receiver hitch, with the two frames hinged together in the back.



U-shaped channel iron frame wraps around back and each end of drum.

"I cut away the top of the drum and put pieces of angle iron over the edges.

"I drilled a hole in the brake rotor to hold the open side of the drum facing upward. To dump, I just pull the pin and roll the drum downward."

Contact: FARM SHOW Followup, G.A. Henderson, Rt. 1, Box 264, Williamstown, W. Va. 26187 (ph 304 464-4579; E-mail: gahenderson@aol.com).

Shipping Containers Make Great Low-Cost Storage

Looking for extra storage space but don't want to put up a building? Why not try used shipping containers.

You've probably seen the ads in the back of farm papers. A bunch of companies sell or rent surplus containers which were originally used to ship cargo.

Standard-size containers are 8 ft. wide, 8 1/2 ft. tall, and come in lengths of 20 or 40 ft. They're made from heavy-gauge steel and are said to be rain and wind proof. Some are set up with multiple compartments. Most have heavy locking mechanisms and are designed to set flat. Some companies offer refrigerated containers.

One company suggests using the containers to make a building by setting up two rows of containers with an open area between them and putting a peaked roof over the center area.

Other possible uses include storage for chemicals, tools and equipment, grain and feed, etc.

They're easily delivered to the farm, shop, or job site, since they're designed to stack on a flat semi-trailer.

Prices range from about \$1,200 for a 20-ft. unit to \$4,000 for a 24-ft. refrigerated unit. Delivery is extra.

Here are some places to contact:

- C.J. Container Sales, Charlotte Jensen, 2706 NE Columbia Blvd, Portland, Oregon 97211 (ph 503 284-1663 or 800 574-1336.

- CXPress, 5436 Jefferson Davis Highway, Richmond, VA 23234 (ph 804-271-1200 or 800-394-2977).

- Portable Building Ltd. 5995 Monterey Road, Paso Robles, Calif. 93446 (ph 805 237-2093)

- Portland Container, 9449 N. Burgard Way, Portland, Ore. 97203 (ph 503 286-1767; outside Portland, 800 788-5159.)

- Triton Mobile Storage (TMS), 23422 Clawiter Road, Hayward, Calif. 94545 (ph 800 447-7223; Internet: www.tmsstorage.com).

- National Hardware Supply Equipment Storage Containers, 24766 Ave. 17, Madera, Calif. 93638 (ph 559-674-8781).



Bale handler attaches to tractor frame by parallel linkage and is supported by two independent castor wheels.

Front-Mount Bale Carrier Keeps Weight Off Tractor

Keith Mason's favorite way to move big round bales is with a front-end loader. But that puts too much stress on the front end of the tractor, damaging the tires and steering.

After a little thought, he went to his shop and put together an attachment for the front end of his tractor that handles two bales easily with hardly any stress on the tractor's front end.

His bale handler worked so well Mason patented the idea and licensed it to Besler Industries, Cambridge, Nebraska, where it's undergoing a few engineering tweaks before it hits the assembly line.

Mason's bale handler looks something like a forklift attached to the tractor frame by a parallel linkage, with two independent castor wheels on the outside that run in front of the tractor's front wheels. While it attaches to the frame, the bale carrier is actually pushed by a tongue that extends back to the drawbar of the tractor.

The actual fork and bale carrier attaches to a mast similar to that on a forklift. The fork can pick up and carry two 4 by 4 by 8 big square bales.

There are hydraulic cylinders on the mast and on the parallel linkage. The cylinder on the linkage adjusts the pitch of the mast, allowing the operator to adjust the amount of weight transferred to the tractor by the load. Also, the cylinder on the mast keys into the cylinder on the parallel linkage. This keeps the load level while the tractor bounces across the field, even in road gear, and even if the wheels on one side or the other should drop into a hole or rut in the field. The design makes hay handling safer and faster.

Mason says the new bale handler lets him use a smaller horsepower tractor for moving bales. Mounted on a 105 hp tractor and carrying up to 2 tons of bales at a time, Mason says he's been able to load up 24 tons of hay in between 10 and 15 minutes.

Cliff Kester, of Besler Industries, says the company hopes to have the bale handler on the market by mid summer.

Contact: FARM SHOW Followup, Herb Besler or Cliff Kester, Besler Industries, P.O. Box B, Cambridge, Neb. 69022 (ph 308 697-4866).



Used shipping containers make low-cost storage for a variety of materials.

Shipping Container Turned Into Calf Shelter



We recently spotted this photo in a British farm magazine. The manufacturer turns shipping containers into calf shelters by cutting swing-out doors into one side. Openings above and below the doors let air in.