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Giant Combine "Pitch Fork" Leaves Residue In Piles

A new combine accessory called "The Whole Buncher" makes 3-ft. high piles of straw and chaff on-the-go during harvest.

"The height of the piles means the snow can get more than 2 ft. deep, and the cattle can still locate them," says inventor Allen Jones. "At the same time, these feed piles are small enough that manure is evenly distributed across the field. The smaller piles are very important because with the older systems like chaff wagons, piles can get too big and cows start to bed in them and waste the feed. Then you're left with a residue problem because it's a great big mat that you can't get through for seeding in the spring."

Jones and his business partner, Jim Sutton, started using their system in 2002.

"We normally run cattle on bunches for five or six months of the year, which is the majority of our wintertime," Jones points out.

The Whole Buncher looks like a giant pitchfork that attaches to the combine's back axle and operates on a system of counterbalance. When about 40 to 50 lbs. of straw and chaff pile up on the tines, it tips, and the pile falls to the ground while the device springs back to its original position.

Lorne Klein, a forage specialist in Saskatchewan, recently organized a number

of on-farm winter grazing demonstrations with Whole Buncher piles on various farms.

He says that ideally, an electric wire should be used to control cattle's access to the piles, especially in severe winters with snow drifting. This ensures they will clean up piles before drifted snow could cover partially eaten piles. The wire should be moved every 7 to 10 days, Klein says.

"By only giving the animals access to a limited number of piles, they'll do a better job of cleaning them up, and not leave any residue issues for spring seeding," Klein explains.

The Whole Buncher eliminates baling and transportation costs associated with getting residue off the field, as well as preventing the need to haul manure out of pens in the spring.

AJ Manufacturing sells the units for \$3,500 (Can.) plus S&H. Mounting brackets, which vary according to the particular combine make, are priced separately.

Contact: FARM SHOW Followup, AJ Manufacturing, Box 221, Balzac, Alta, Canada T0M 0E0 (ph 403 226-0767; Jim Sutton: 403 938-3024; asjones@efirehose.net).

"Buncher" looks like a giant pitchfork. It attaches to the combine's rear axle and operates on a system of counterbalance. Klein says that ideally, an electric fence should be used to control cattle's access to the piles, especially in severe winters with snow drifting. This ensures they will clean up piles before drifted snow could cover partially eaten piles. The wire should be moved every 7 to 10 days.

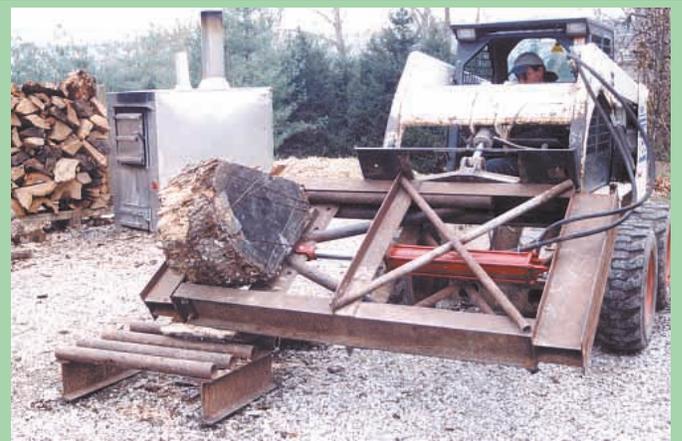


Some of the best new ideas we hear about are "made it myself" inventions born in farmers' workshops. If you've got a new idea or favorite gadget you're proud of, we'd like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? Send to FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044 or call toll-free 800 834-9665. Or you can submit an idea at our website at www.farmshow.com.

Mark Newhall, Editor

FARM SHOW

"Made It Myself"



Splitter is built from 8-in. lengths of bolted-together I-beam. It measures 6 ft. long and 3 1/2 ft. wide.

Humongous Splitter Handles 30-In. Dia. Logs

"My skid loader-mounted log splitter can be used to lift and split big logs up to 30 in. in diameter. It eliminates the need to do any lifting of big logs at all," says Chuck Marley, St. Charles, Mo.

The heavy-duty splitter quick taches to Marley's Bobcat 763 skid loader and is built from 8-in. lengths of bolted-together I-beam. It measures 6 ft. long and 3 1/2 ft. wide.

The machine is designed to pick up large diameter logs, bring them to a small raised platform, and then split them. A 4 by 24-in. hydraulic cylinder pushes against a 30-in. wide steel wedge that does the splitting. The wedge is braced at the center by a pair of heavy duty pipes, which are welded to a frame that slides inside a pair of I-beams. Inside the I-beam frame, Marley welded 2 1/2-in. dia. pipe inside both I-beams to provide a guide for the frame on which the wedge is mounted.

The wedge is made from the scraper blade off a small earth mover. Angle irons measuring 4 by 3 in. were welded to both sides of the cutting edge of the wedge to increase its swell and thus make it split logs more readily.

"It really works good," says Marley. "I use the wood that I split in a big Hardy outdoor wood burning furnace, which I use to heat my home. I built it because we have large white oak trees on our farm with trunks up to



A 4 by 24-in. hydraulic cylinder pushes against a 30-in. wide steel wedge that does the splitting.

30 in. in diameter. These trees are so old that many of them are dying and blow down in wind storms. I like my splitter better than commercial models because it handles bigger logs, there's no engine to maintain, and it can be used to both haul the log and split it."

The platform elevates the log off the ground, making it easier for the skid loader operator to access. It consists of a series of 3-ft. long steel pipes spaced apart at different widths.

He says he spent less than \$400 to build the splitter.

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Nifty Way To Split Wood

"I've been splitting wood this way for years but never thought much about it until a customer remarked about it recently," says Daniel Karg, who sells firewood off his place near Kennerdell, Penn.

We've seen people use a tire before to hold logs in place, but Karg has a new twist to the idea. He first drives two stakes into the ground, and then makes slits in the bottom sidewall on a car tire to slip over the stakes. The stakes push up through the tire against the top sidewall, which is not slit. This way the stakes hold the tire 6 to 8 in. off the ground, which allows it to hold chunks in place more easily.

"I stand logs up inside the tire and chop away at them. With a big log, I cut away on the outer edges first and work my way to the middle, making chunks small enough to be easily handled. The tires hold everything in place until I'm done. Saves a lot of bending and lifting," notes Karg.

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Karg drives two stakes into the ground and then makes slits in the bottom sidewall on a tire to slip over the stakes. The stakes push against the top sidewall which is not slit.

