Garry Brown modified his self-propelled small bale stacker wagon to haul and stack up to 10 big square bales at a time.

Modified Stacker Works Great For Big Bales

When Garry Brown switched from small square bales to 3 by 3-ft., half-ton bales, he modified his self-propelled small bale stacker wagon to haul and stack up to 10 big bales at a time.

"I only need one loader in the field. It's really efficient," says the Genola, Utah, hay producer. "While one person gathers the bales to one area in the field, the hauler takes the load and unloads them in a stack."

Brown modified the wagon by removing the bale pickup. In the field, the stacker bed is raised up so a loader can stack 2 piles of bales 5-high (4-high if he uses a skidsteer). Then the bed is lowered to transport and tipped back up against the stack to unload.

If he has another loader where he is unloading, he has the option to stack bales on the front table as well.

Brown adds that a 2-bale, side-by-side stacker wagon can also be modified for 3 by 3 bales by removing the sides.

Bed tips back to unload bales in a stack.

"The New Holland stacker has a big motor and is more maneuverable than using a pickup with a gooseneck trailer to pick up bales. It's much handier, and the stacker was something I already had and could convert," he says.

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Chimney "Diffuser" For Outdoor Wood Burning Stoves

"Outside wood boilers use a lot more wood when the wind is blowing. I found a low-cost way to solve that problem," says Ed Maas, Eden Valley, Minn.

His patent pending "Top Hat" chimney air diffuser is designed to minimize the wind's ability to siphon heat out. It consists of a stainless steel cylinder with metal support fins inside, which fits over the top of the chimney flue. An optional lever kit can be used to adjust the cylinder up or down.

"When strong winds blow, wood consumption is at or more than 50 percent higher than on calm days," explains Maas. "The fast moving air not only sucks the heat out with it, it also forces a very rapid burn time of wood. If you adjust the damper to control the air flowing through it, the fire will starve for oxygen and throttle back the amount of heat produced."

His diffuser knocks down the wind velocity at the top of the chimney by introducing outside air at the top of the flue. "When the diffuser is raised, up to 75 percent of the air caught in the wind's siphoning effect is outside air. That means far less heat is pulled out the chimney. Down-drafts from strong gusts are also reduced," says Maas.

The optional adjustment lever makes it easy to raise and lower the unit. "When fully lowered, the top of the diffuser is located just below the top of the flue pipe. That position is for calm days and permits normal draft," says Maas.

"When the diffuser is up at its maximum height it's about 15 in. higher than the stove's chimney. The diffuser's opening is about 3 times larger than the chimney, so the chimney is forced to draw most of its air from around the cylinder."

Chimney "diffuser" knocks down the wind velocity at top of chimney by introducing outside air at top of flue.

Maas plans to market the Top Hat diffuser and expects it to retail for about $250.

Contact: FARM SHOW Followup, Ed Maas, 56520 365th St., Eden Valley, Minn. 55329 (ph 952 486-8821; cell 320 493-2330; edw.maas@gmail.com. A new website is coming but updates will be posted at www.therock-star.com).

"Bucket Hitch" Locks Into Place Automatically

Ed Maas invented his bucket-mounted hitch so he can move trailers with his skid steer loader without having to get on and off.

When not in use, the patent pending bucket hitch is designed to retract and store at the top of the bucket without interfering with the normal use. When needed, the hitch swings down 90 degrees and locks onto the bucket's cutting edge. A hydraulic cylinder that operates off the skid loader's hydraulics is used to swing the hitch up or down.

The hitch extends several inches past the edge of the bucket. Retracting the cylinder causes the hitch to draw back against the lip of the bucket where it wedges tight. Then, a pin attached to a linkage rod automatically locks the hitch into place. The pin automatically unlocks to swing the hitch up out of the way.

The hitch is designed with a standard Class III receiver tube so a large variety of hitch options can be used such as a drawbar, pintle hitch or ball hitch, says Maas. "I plan to offer accessories for different configurations including a splitting valve for single hydraulics. If your skid loader doesn't have auxiliary hydraulics, you could use a 12-volt electric linear actuator which I also plan to offer."

He says the hitch assembly will be available in 3 different models including a manual version where the operator dismounts the machine to swing down and latch the hitch into the working position; a mid-priced model where the operator is still required to dismount for pinning and unpinning; and a completely automatic model. An optional hitch rotator that lets you switch hitches without leaving the operator's seat will also be available.

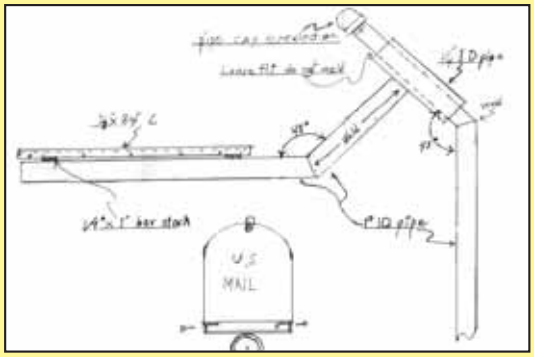
"Some bucket models may require some minor fabrication changes to the bucket or the hitch system mount," notes Maas.

Operated by a hydraulic cylinder, bucket-mounted hitch swings down 90 degrees and locks onto bucket's cutting edge.

Prices will start about $175 for the basic manual model.

Contact: FARM SHOW Followup, Ed Maas, 56520 365th St., Eden Valley, Minn. 55329 (ph 320 453-2756; cell 320 493-2330; edw.maas@gmail.com). Watch for additional information at www.therock-star.com.

Mailbox is designed to swing out of the way if it's hit and then automatically return to normal.



Do-It-Yourself "Swingaway" Mailbox

"My swingaway mailbox stand has served me for 20 years with no problems. It allows the mailbox to swing out of the way if it's hit and then automatically return to normal," says Gene Ramsey, Raphine, Va.

The mailbox stand is made from a short length of 1-in. ID pipe that forms the main vertical support, with another length of the same size pipe welded to it at a 45 degree angle. A pipe cap is screwed onto the end of the pipe. A 1 1/4-in. ID pipe fits loosely over the angled 1-in. pipe and is welded to another 1-in. ID angled pipe, forming a T-shaped fitting that can swing freely. The T-shaped fitting, in turn, is welded to a horizontal pipe that supports the mailbox. The mailbox is screwed to a 1/8 by 3/4-in. steel plate.

"It eliminates damage to mailboxes caused by snowplows or vandals," says Ramsey. "I've bumped it twice with no damage to my vehicle or the mailbox. One time I saw a stake-bodied truck that was forced to the side of the road by oncoming traffic strike it at high speed, again with no damage. It just swings to the side and falls back in place due to gravity.

"Pipe fittings could be used instead of welding as long as the 'T' fitting can swing freely. The screw-on pipe cap allows disassembly without having to dig up the support post. I recommend using 1-in. ID pipe for the main vertical support because it's strong, but is easily bent if it ever gets hit. It's cheaper to repair the post than to repair the vehicle. You might want to plug the pipe that supports the mailbox in order to discourage wasps."

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