

Company Makes Cranes For All Uses

A Montana company that bills itself as "Lift & Hoist Specialists" builds the most complete line of cranes you've ever seen.

"We've been around for a while but are just becoming known," says Arthur J. Rulison, president of Little Samson Inc. "Our cranes are really starting to take off."

Here's a sample of what the company has to offer:



17-Ft. Shop Crane

Designed for use on concrete floors, it has a 17-ft. maximum lift and 5 in. dia. polyurethane wheels and requires only 7 1/2 in. of floor clearance, making it ideal for maintenance, automotive work, machine shops and warehouses. Easily handled by one person, it has a hand-operated 16,000-lb. ram, a remote controlled 4,500-lb. winch, battery box and telescoping boom. Sells for \$3,145.

18-Ft. Utility Crane

Indoor/outdoor model with maximum 18-ft. lift. Features pneumatic tires and casters for maneuverability on dirt and gravel. Comes with hydraulic-powered 16,000-lb. ram, remote controlled 4,500-lb. winch, telescoping outriggers and boom, two battery boxes, and modular construction for easy disassembly. Sells for \$4,145.

22-Ft. Swivel Crane

Indoor/outdoor model features a 360 degree swivel boom design with up to 22 1/2-ft. maximum lift. Has heavy-duty pneumatic tires and casters, comes with tow-mount, powered by 16,000-lb. hydraulic ram, a 4,500-lb. remote controlled winch, telescoping outriggers, telescoping boom and two battery boxes. Sells for \$5,995.



22-Ft. Truck Mount

Intended for use with a 1/2-ton or larger full-size pickup, this crane comes with three positions (crane rolls forward or backward and pins in position), powered 16,000-lb. hydraulic ram, 4,500-lb. remote controlled winch, telescoping boom and two battery boxes.

Specify make, model and year of pickup when ordering. Four to six weeks for delivery. Starts at \$6,995.



30-Ft. Super Mighty Might

Offers all the features of the 22-ft. model but allows maximum lift of 32 ft. Features power swivel and power boom. Sells for \$15,495.

Little Samson also offers a number of accessories including log, plywood, pallet and sheetrock lifters, a truss hook, spreader bar, leveling jacks, cradle, and swivel crane trailer.

Contact: FARM SHOW Followup, Little Samson Inc., #3 Little Samson Ave., P.O. Box 96, Plains, Mont. 59859 (ph 800 973-5438 or 406 826-4450; fax 5573).



Rig loads seven 3 by 4 by 8-ft. bales weighing up to 2,000 lbs. apiece. It can travel up to 40 mph in the field and 55 mph down the road.

"I BUILT IT FOR ONLY ABOUT \$6,000"

He Built His Own "Up & Over" Bale Hauler

After he got tired of using a loader tractor and trailer to load and haul bales, Don Lott of Minneapolis, Kan., decided to build his own "up and over" big bale hauler that mounts on a 1978 Volvo single axle 3-ton truck.

"It eliminates the need for a tractor and trailer yet still gets bales off the field quick," says Lott, who feels his home-built rig compares favorably with commercial truck-mounted bale haulers that sell for as much as \$75,000 or more.

He bought the truck used without a bed for \$3,000 and used a pair of 7-in. steel I-beams to build the bed, which is permanently mounted at an angle and extends up over the cab. The rig loads and unloads seven 3 by 4 by 8-ft. bales weighing up to 2,000 lbs. apiece. The hydraulic-powered unit picks up bales with a pair of bow-shaped loading arms equipped with self-centering clamps. It's controlled by 6 hydraulic cylinders that are operated by toggle switches mounted on a console inside the cab. Two cylinders are used to squeeze the clamps, two to raise the loader arms, and two to raise or lower the deck's tailgate. Power is provided by a hydraulic pump that's direct-driven off a 16 hp Briggs & Stratton twin-cylinder gas engine mounted under the deck.

The clamps on the loader arms are fitted with 1 1/2-ft. dia. disk blades. Once a bale is placed on the bed, the clamps are released and returned for another bale. The cycle is

repeated until a full load of bales are in place on the truck, then the tailgate is lowered to allow bales to slide to the ground.

"It lets me transport bales much faster to the shed or stack than I could with a tractor and trailer," says Lott. "With the slanted deck and bow-shaped loading arms it looks a little different. People who are out driving often park along the road and watch me operate it for a while. It lifts bales slower onto the truck than a tractor, but I can go up to 40 mph in the field and 55 mph on the highway. My total cost to build it was about \$6,000.

"I mounted part of a switch panel off an old Gleaner combine in the cab, along with the start switch, and wired the Briggs & Stratton engine up to it. With this system I can drive up to the bale and turn the start key in the cab to start the engine, which provides instant hydraulic power. I shut off the engine whenever I don't need hydraulic power which reduces stress on the pump. I use a toggle switch to close the squeeze arms and another switch to raise the bale, then I shut off the engine. When I'm ready to unload I start the engine again and hit another switch to lower the tailgate, then drive ahead. The Briggs & Stratton engine still has its own start key. I still use it in cold weather when I have to choke the engine in order to get it started."

Contact: FARM SHOW Followup, Don Lott, 1059 N. 135th Rd., Minneapolis, Kan. 67467 (ph 913 392-2228).

Door Lock Made From Bike Pedals

"It works better than any door latch I've ever seen on a shop, barn or garage," says John Thiessen about a door latch he made from bike pedals.

The pedals came off a kid's 16-in. bike. He fitted the pedals and bearings into the existing lock hole in the 3 by 6 1/2-ft. swinging door of his 40 by 50 ft. shop.

On the outside of the door, he made a 4 by 4-in. mounting plate out of 3/8-in. thick steel, welded it to the bicycle sleeve and screwed it to the door. He made a 6 by 6-in. striker plate out of 1/8-in. flat metal and screwed it to the door jam.

The striker plate has a hole near the top into which a padlock is inserted to fit over the outside pedal arm to lock the door. The inside pedal arm is spring loaded.

To open the door, he simply lifts up on the outside pedal arm or pushes down on the



Long-lasting "bike pedal" latch fits in existing lock hole in door.

inside pedal.

"It didn't cost anything and it'll far outlast conventional door latches," he says.

Contact: FARM SHOW Followup, John M. Thiessen, Box 758, La Crete, Alberta, Canada TOH 2H0 (ph 403 928-2203).



Clamps on bow-shaped loader arms are fitted with 1 1/2-ft. dia. disc blades.