

In-House Elevator Eliminates Stair Climbing

A couple years ago, Dorothy Dickey's knee problems prompted her doctor to suggest that either her washer and dryer be moved upstairs from the basement or she find another way to get there.

That's when Dorothy's husband, Verl, came up with a unique idea for an in-house elevator for his wife and set about having it custom built by Wayne City, Ill., machinist Steve Ehrhart.

He used a salvaged 3-ton forklift equipped with 6-ft. mast to build the elevator, which replaced the original staircase in the Dicke farm house at Sims, Ill.

"I had a frame built where the stairway was to support the elevator," says Dickey. "I got a 3 hp electric motor, a 12 gpm hydraulic pump and a reservoir from the salvage yard and mounted them on the side of the frame behind the mast. I removed the forks and mounted a 26 by 34-in. rider cage in its place. It's built out of 2 in. angle iron covered with a wooden floor and has an extruded metal safety guard on back to prevent the operator from accidentally getting his or her hands into the lift mechanism. A cable runs from the hydraulic hand control in the cage through the floor and attaches to a bar underneath. The bar catches the floor joist and trips the cable to automatically stop the cage from raising or lowering any farther. As an added safety feature, it has an automatic electric shut-off switch for the motor in case something malfunctions.

"It's been a real lifesaver," says Dickey,



A salvaged 3-ton forklift equipped with 6-ft. mast was used to build the elevator, which is powered by a 3 hp electric motor and 12 gpm hydraulic pump.

noting that out-of-pocket expense was about \$2,000, including \$700 in materials.

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Roden replaced the original 7.50 by 18 tires (shown here standing between tractor's front and rear wheels) with 11.00 by 16 ones mounted on heavy duty offset wheel rims.

Oversize Front Tires Allow Ford Tractor To Handle Big Loads

J.B. Roden of Thermopolis, Wyo., got tired of the problems he was having with the front wheels and tires on his 1981 Ford 6600 tractor.

"The wheels weren't big enough which caused them to break and ruin the tires. The problem got worse when I switched from handling small square bales to 5 by 6-ft. round bales and bought a used Ford front-end loader that was one size too big for the tractor. The loader is equipped with a grapple fork which allows me to haul a round bale on both the front and back of the tractor. The front wheels started breaking around the lug nuts, even though I always kept them tight.

"I solved the problem by replacing the original 7.50 by 18 tires with 11.00 by 16's mounted on heavy duty Ford 16-in. wide off-

set wheel rims. I had to use the offset rims to fit them to the existing spindles. I removed the original wheel studs and replaced them with 'next size larger' wheel studs designed for Ford 7700 tractors. I had to drill out the stud holes a little in order to make them slightly larger. The offset wheel rim allows me to use the much wider tires that are better able to handle the tractor's weight.

"I paid \$90 apiece for the offset wheels and \$140 for each tire. It was a lot less than buying a new tractor.

"Since I made the conversion I've used the tractor to handle many thousands of big bales, with no problems at all."

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Self-Loading Round Bale Hauler-Feeder

"One person can load, transport and unload or feed round bales without the need for a tractor or hydraulics," says Tim Mumm, Plymouth Mfg. Inc., about a new bale hauler-feeder.

Called the "Hay Handler", it's fitted with a bale spear and battery-operated, 12-volt winch for loading and unloading. A panel on back is removed via two pins to load or unload.

To load a bale you back up to it and shove the spear into it by hand, then hook the winch cable to the spear. The winch pulls the bale onto the trailer, rotating it 90 degrees.

To feed the bale you remove the tongue (one pin) and winch (two pins), then drop four corner brace stands down and pin them into

place.

"It's safer to use than 3-pt. bale haulers because the cage around the bale keeps it from falling off, even on rough roads, and you can travel at highway speeds," says Mumm. "It takes only 2 minutes to load or unload the bale."

The trailer frame is made from heavy 2 by 4 by 3/16-in. thick rectangular steel tubing; 11 gauge sq. tubing is used for the feeding sections.

Two models are available: a bull and cow/calf feeder model (\$1,393) that has a steel bar welded across the top, and an open-top horse feeder model (\$1,490) equipped with loops on the sides to help prevent neck injuries.



A panel on back of the trailer is removed via two pins to load or unload the bale.

Contact: FARM SHOW Followup, Plymouth Mfg. Inc., 217 E. Main, Box 67, Plymouth, Neb. 68424 (ph 800 742-7816 or 402



A winch is used to pull the bale onto the trailer, rotating it 90 degrees.

656-5865; fax 3119; Website: www.plymouthmfg.com).

"Low Dust" Tub Grinder Can Handle Wet Hay

Bob Anderson and his brother Joe started Haybuster Co. in 1966 when they introduced the market's first pto-driven tub grinder. Bob later went on to work for Farmhand Co., demonstrating and selling tub grinders to dealers, feedlots, and dairies.

"I always seemed to leave a tub grinder demonstration telling myself that there must be a better way. So after 25 years of experience with tub grinders I decided that I could build a better one," says Anderson.

His patented new "Tophand" tub grinder breaks the stems without turning the leaves into dust. The pto-driven machine has no screens and works much like the cylinder and concave inside a combine. It also has a heavier-than-normal hammer that runs only 50 to 60 percent as fast as hammers on conventional tub grinders. An auger located next to the hammer mill pushes chopped material onto a belt-type discharge conveyor at the back of the machine.

"The cylinder and concave action, com-

bined with the low hammer speed, allows it to break the stems without beating the leaves into dust. It makes a coarse-ground, more digestible feed that results in better animal health," says Anderson. "It cuts hay stems at least 1 1/2 to 2 in. longer than conventional tub grinders do. If the hay is put up in prime condition with low moisture leaves, the leaves will be left whole and hanging onto the stems when they come out of the machine. In dry hay it has about the same capacity as a conventional tub grinder. However, because of the design in wet, tough hay it has much higher capacity. I've used it to grind 30 percent moisture, first-cut alfalfa that would plug up most traditional tub hay grinders right away. I think it could even be used to process silage bales, although I haven't tried it on them yet.

"The problem with conventional tub grinders is that they try to pound wet forage through a screen, which gets plugged up. The hammers keep beating the material around



Tub grinder breaks stems without turning leaves into dust, says inventor Bob Anderson. Pto-driven machine works much like the cylinder and concave inside a combine.

and around so that it acts like a brake on the hammer mill and causes it to get hot. It can even tear out the tractor pto. Another advantage is that the machine requires less power to operate. The 1,000 rpm pto direct-drives the hammer without the need for a gearbox to increase the hammer speed. That results in less vibration and fewer mechanical problems. The machine has only about half as many parts as a conventional tub grinder.

"I've used it to grind hay for local dairymen for more than one year. They all say they like it," says Anderson, who expects that the machine, if manufactured, would be comparable in price to a conventional tub grinder. He's looking for a manufacturer.

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