



Skok built his self-propelled small square bale elevator out of a Dodge pickup and the rear axle and tires from a 2 1/2-ton Army truck.

Self-Propelled Bale Elevator Built Out Of Pickup, Army Truck

"It looks strange and is kind of a conversation piece in our neighborhood. However, it really comes in handy on our farm," says Nicholas Skok, Valley, Wash., who built his own self-propelled small square bale elevator out of a Dodge pickup and the rear axle and tires from a 2 1/2-ton Army truck.

Skok removed the pickup's cab and bed and replaced the rear end with the rear axle off the Army truck which had a 2-speed gearbox attached directly to it. The gearbox is connected to the pickup transmission with a short driveline. He mounted a right angle gearbox - off an old IH grain binder - above the driveshaft. The right angle gearbox is belt-driven off a pulley that's welded to the driveshaft and is used to chain-drive the elevator via a sprocket welded onto the output shaft of the gearbox. He mounted another sprocket onto the driveshaft which is used to chain-drive a hydraulic pump. The pump operates an orbit motor that drives a worm gear winch that's used to raise and lower the elevator.

Skok built the wooden elevator from scratch and bolted it onto the pickup frame. The pickup's steering wheel was in the way

so he moved it over to one side. He also welded a steel seat (off the same IH grain binder) onto one side of the machine.

To drive, both transmissions are engaged. To operate the elevator, the rear 2-speed transmission is put in neutral and the pickup's 3-speed transmission is put in first gear to power the conveyor. The operator on the hay wagon uses a lever attached to the right angle gearbox to put the elevator in gear.

"I hire teenage boys to do much of our hay loading work and they're fascinated by it. I can drive into a barn and fill one section of it, then back up and move over to fill the next section. The elevator can reach 16 ft. high. Over the years I had to rebuild the elevator's wooden deck several times.

"The Army truck's big 10.00 by 20 rear tires provide a lot of traction. I also replaced the pickup's original front tires with bigger 7.00 by 16s. The pickup still has the original flathead 6-cyl., 218 cu. in. gas engine and has enough power that the boys double stack bales on the elevator without any problems."

Contact: FARM SHOW Followup, Nicholas S. Skok, 3174 Skok Rd., Valley, Wash. 99181 (ph 509 937-2343).



Machine works great for loading bales into sheds. The elevator can reach 16 ft. high.

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The 7,000-gal. semi tank mounts on a used converter dolly that has a drawbar hitch on front of it. Kirby uses his 4-WD tractor to pull the unit.

Used 7,000-Gal. Semi Tank Makes Great "Nurse Truck"

To reduce down time spent running for water, Dave Kirby, Rouleau, Sask., converted a 7,000-gal. aluminum semi tank into a low-cost "nurse truck" that he pulls with his 4-WD tractor from field to field.

He bought the semi tank at a salvage yard for \$3,200. It had been in a rollover accident but wasn't seriously damaged other than a dent on one side. He bought a used converter dolly at a salvage yard and mounted a drawbar hitch on front of it. He mounted an 8 hp Briggs & Stratton gas engine coupled to a pump under the tank. A hose delivers water from the tanker into the 800-gal. tank on his Bourgault 100-ft. pull-type sprayer.

He loads the tank at a local water tower via a fill hole on top of the tank.

"It greatly reduces the number of trips I have to make for refills," says Kirby. "I spray

4,000 to 5,000 acres a year, and my farthest field is about 20 miles from home. Lots of times I can spray for three or four days before I have to refill the tank. The tanker's pump fills the sprayer tank about as fast as it takes to get the chemical into the tank, so I have very little down time in the field. I had been using a 1,000-gal. tank on back of my 3-ton pickup and it seemed like I was constantly driving back and forth for water.

"Quite a few of these semi tankers have been taken off the road for safety reasons, as far as hauling hazardous goods like fuel or fertilizer goes. But they work fine for hauling water."

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Water is delivered by an 8 hp gas engine and a pump mounted under tank.

Portable "PTO Jack" Operates Grain Auger

"We use it to unload grain from our corn dryer into our cooling bin. It frees up a tractor," says Alan Nieman, Clarksville, Iowa, about the portable "pto jack" he made to operate his 8-in. dia. grain auger.

The 2-wheeled unit can be moved around like a wheelbarrow and has "legs" under the handles. Its frame supports a 5 hp electric motor and an old 3-speed transmission off an early 1960's Chevy pickup. A 540 rpm pto adapter is mounted on the rear output of the transmission driveshaft yoke. The motor belt-drives the transmission and provides a 540 rpm pto direct drive with the transmission in third gear.

"We use the transmission's original gear-shift levers to change gears," says Nieman. "We usually keep the transmission in first gear which runs the auger at about 250 rpm's. The pto jack is hooked into the dryer electronics and starts operating automatically whenever the dryer starts dumping corn."

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Two-wheeled unit is equipped with a 5 hp electric motor and a 3-speed transmission off an old pickup.



Nieman uses his "pto jack" to operate an 8-in. dia. grain auger.