



Ken Assenheimer stacks bales with a home-built self-leveling accumulator equipped with bale hooks that pull together, dosing the gap between bales.



Home-built forklift device is used to handle 124-bale stacks. Extra top fork and a push-off bar help unload stacks.

By Janis Schole

Home-Built Devices Make Bale-Handling A Breeze

Ken Assenheimer of Barrhead, Alberta, handles a lot of square hay bales on his farming operation, but he does so with speed and ease thanks to two handy loader attachments.

Assenheimer stacks bales with a home-built self-leveling accumulator that he says works much better than commercial ones. The bale hooks on Assenheimer's home-built model actually pull the whole tier together, closing the gap between bales.

"The hooks go 90 degrees into the bale wa-

fers so you don't ever drop a bale," he says.

The accumulator is hinged on the top, so it self-levels when set down on the top of the stack, making it easier to use.

Assenheimer also built a forklift device to handle his 124-bale stacks. He added an extra fork at the top of the mast on his 930 Cat forklift (20,000-lb. lifting capacity) and a push-off bar that helps unload stacks. The folding frame is fitted with two hydraulic cylinders.

He can now move 1,600 bales in an hour. It takes only 15 to 20 minutes to load a truck (four 7-tier stacks of 124 bales each).

"The stack mover is quick-attach. Two bolts, two pins and four hydraulic couplers are all that need unhooking before you can back away from it and go back to operating a normal forklift," Assenheimer explains.

He says he has only \$2,500 (Canada) invested in materials to make the unit, since he was able to salvage and repair an old, bent

forklift mast. It took him about four weeks to build it and he says the reason he originally made it was to speed up loading and unloading of his large scale hay drying unit (featured in a past issue of Farm Show). Using it to load trucks when marketing his timothy hay was "an added bonus."

Contact: FARM SHOW Followup, Ken Assenheimer, Frontier Forage, R.R.#3, Barrhead, Alberta, Canada T7N 1N4 (ph/fax 780 674-4317).

"Rubber Lumber" Outlasts The Real Thing

Up to now, wood or steel were your two main choices for trailer flooring. A Texas company wants you to consider a third option that they call "Rubber".

Rumber is a composite material made of ground-up scrap tires and recycled plastic. It's stronger than wood, won't warp or bow when wet, and is more resistant to wear and abrasion. It won't splinter. It won't absorb spilled oil, diesel fuel, gasoline or grease. It can be pressure-cleaned without eroding away. Rumber is available in dimension lumber and plywood-like sheets. Dimension lumber available includes 2 by 4's, 2 by 6's and 2 by 8's, from 6 to 24 ft. in length.

Tongue and groove 2 by 8 boards can be used on all types of trailers, barn walls, and even squeeze chutes. Rumber can also be used as decking and for boat docks.

The company provides a 20-year limited warranty on Rumber products that are installed properly on horse/livestock and on skid loader trailers under 12,000 GVW.

Rumber is black because of the color of the recycled tires. It can be produced in gray and terra cotta colors, but the cost goes up considerably. Rumber can be painted.

The company says its Rumber sheets have proven to be a superior material for trailer sides, stall dividers and other uses in ranching and related industries. Rumber sheets have also been used as siding for snowmobile trailers, as the material is unaffected by the cold. Standard 4 by 8-ft. sheets are available in either 1/4-in. or 3/8-in. thicknesses. Custom sizes are also available.

Contact: FARM SHOW Followup, Rumber Materials, Inc., 621 W. Division St.,



"Rubber" is made of ground-up scrap tires and recycled plastic. Here it was used to make a trailer floor.

Muenster, Texas 76252 (ph 940 759-4181 or toll-free 877 786-2371; fax 940 759-4011;



Tongue-and-groove 2 by 8 boards can be used as deck flooring.

email: info@rumber.com; website: www.rumber.com).

Tire Holder Saves Your Back

The worst part of chopping firewood is the constant bending over to set up each block. Robert Bokenfohr of Morinville, Alberta, came up with a simple and effective way to give his back a break.

Bokenfohr uses a cut-down tire to hold a bunch of blocks to split all at once. He says an old car or truck tire (13 to 16 in.) works well and costs nothing. He removed the side walls with an angle grinder, making it possible to turn the tire inside out by hand. This also leaves a bigger space in the center of the tire to hold more wood.

The tire essentially serves as a heavy duty elastic band to hold a group of blocks upright and together while Bokenfohr steadily splits one after the other until they're all done. Then he removes the finished firewood and "re-loads."

He got the idea when he tried to stand more than one block up at a time to save himself from bending over as much.

Contact: FARM SHOW Followup, Robert Bokenfohr, R.R. 2, Morinville, Alberta, Canada T8R 1P5 (ph 780 939-3329).

He removed the side walls with an angle grinder, making it possible to turn tire inside out by hand.



Bokenfohr uses a cut-down tire to hold a bunch of wood blocks to split all at once.



Convert Your Pickup To A Dually

Need to improve traction and stability on your pickup or Suburban? Or maybe you'd like to get rid of that sway when towing a trailer?

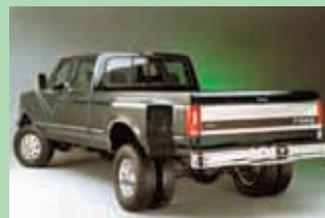
A dual wheel conversion kit from Arrowcraft Products, Royal Oak, Michigan, might solve your problem. The company says they can increase tire life, too.

Arrowcraft kits are available for Ford, Dodge, Chevrolet and GMC trucks and Chevy and GMC Suburbans.

Included in the basic dual kit are new dual style wheels (you can get steel wheels, steel with stainless wheel liners, or aluminum) and adapters that allow duals to be mounted onto your existing axle with no modifications. This kit is all you'll need for flatbeds or utility bodies and others where you don't need a lot of flare. For most standard pickups, though, you'll want to add fiberglass flares to your fenders to allow for the dual wheels. And if you want, you can finish off your new look with matching front wheels.

Basic steel wheels come in gray and can be painted to any color you desire. Fender flares, which give you a factory dually look, are ready to sand and paint to match your vehicle.

All wheel and adapter kits come with the necessary mounting hardware and do-it-yourself instructions. Prices vary, but a basic Dodge kit sells for under \$500. Company



Dual-wheel conversion kit is available for Ford, Dodge, Chevy and GMC trucks and Chevy and GMC Suburbans.



Kit includes new dual-style wheels and adapters that let you mount duals onto your existing axle with no modifications. sources say even the high end kits with aluminum wheels are under \$1,000.

Contact: FARM SHOW Followup, Arrowcraft Products, 5022 Leafdale Blvd., Royal Oak, Mich. 48073 (ph 248 280-0210; website: www.arrowcraft.com).