



Winch pulls log onto splitting table where a chain saw is used to cut a 20-in. section.



Cut log drops onto 4-way splitter.

## Log Handler Makes Splitting Easier

"It eliminates the need to handle logs more than once," says Dennis Rogers, St. Marys, Penn., about his log processor that makes it easy to cut up and split logs.

The processor consists of two parts, both on wheels. A winch pulls a log onto the splitting table where a chain saw is used to cut a 20-in. section, which is then pushed into the 4-way splitter.

"It's simple to operate and makes cutting firewood a more enjoyable job. It's also built very strong. I've used it to cut 20-in. dia., 20-ft. logs," says Rogers, who built the machine for his own use because he was tired of cutting up logs on the ground. "I tried to keep everything on it as simple as possible so that anyone can make repairs to it. I used mostly off-the-shelf components.

"In operation, the operator presses his thigh against a switch that activates the

winch so he never has to release his hands from the saw as he's cutting. The sawdust falls into a trash can which makes cleanup much easier. There's a holder on the side of the processor where the operator can hang the saw whenever he releases the winch and goes to get another log," notes Rogers.

The log processor sells for \$4,800. You can use your existing splitter or buy Rogers' splitter, which is sized to fit his processor, for \$2,350.

### 3-Pt. Log Skidder

"I also make a 3-pt. mounted log skidder that makes it easy to pull logs out of the woods and then stack them for splitting," says Rogers.

The skidder consists of a U-shaped steel frame supported by a beefed-up top link bar that also cuts as a lift boom. A pair of log

tongs hooks up to an adjustable-length chain that attaches to one of three hooks on the boom.

Once the log has been dragged out of the woods, you can release it, then back the tractor up to the middle of the log, grab it, and stack it.

"Picking up 1,000 lbs. with the log tongs suspended from the back hook puts about 300 lbs. of pressure on the top link. With the tongs in the middle position there is 200 lbs. of pressure on the top link, and all the way forward puts only 100 lbs. The top link boom is designed to fit either Cat. I or II 3-pt. hitches."

The Cat. I model sells for \$256; the Cat. II model for \$274.

Dealer inquiries welcome.

Contact: FARM SHOW Followup, Dennis Rogers, Mammoth Firewood Processors Co., 182 S. Paul Rd., St. Marys, Penn. 15857



The 3-pt. log skidder has tongs that hook up to an adjustable-length chain, which attaches to one of three hooks on boom.

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"It was cheap to build and provides a great view all the way around," says Wayne Harmsen, who used PVC pipe and clear vinyl to build a cab for his Simplicity tractor.

## Tractor Cab Made From PVC Pipe

Wayne Harmsen couldn't justify the cost of a commercial cab for his Simplicity 25 hp tractor. So he built his own out of PVC pipe.

The cab is made from 1 1/4-in. dia. PVC pipe which supports heavy duty clear vinyl. There's a single door on the driver's side. The unit mounts with two pins on front and a single pin on back. Harmsen uses the tractor, which is equipped with a front-mount snowblower, to clear snow off his driveway.

"It was simple to build and mounts solid. It has withstood winds up to 40 mph with no problems at all," says Harmsen. "I have a great view all the way around me. To remove the cab I just pull two pins on front, tilt the cab back and remove a pin at the rear, then lift the cab off. It weighs only about 30 lbs.

"I spent less than \$100 to build it whereas a hard cab would've cost \$1,600 and a soft cab \$600. I think the same idea could be used with other tractor brands, as well as ATV's."



Styrofoam sleeves protect the plastic where door hinges onto the cab.

Harmsen bought the PVC pipe in 4-ft. lengths and cut it to fit, using "T"s and elbows to connect the pieces and then glueing them together. The plastic is screwed onto the pipes with flanges at 8-in. intervals.

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Schroeder converted an IH 815 combine. "The hydrostatic transmission on this combine connects directly to the engine so you can position the engine anywhere," he says.

## Combine Converted To Front-End Loader

Ken Schroeder was in the market for a loader tractor to handle hay, but he didn't want to spend the money for a new one. So he converted an old International Harvester 815 combine, mounting a Great Bend front-end loader on front of the combine. The loader is equipped with a small square bale grabber that'll pick up 10 bales at a time.

"I use it in the field to load bales onto wagons. It's well-balanced and works like a loader mounted on the back end of a big farm tractor with reversed controls," says Schroeder.

He bought the 1970's combine from a neighbor for \$500 and stripped it down to the frame, which he shortened by 2 ft. He used the original engine and hydrostatic transmission from the 815 but moved the engine down and back for better ballast and so that the loader would clear the cab as the bucket is raised. He welded channel iron onto the frame to strengthen it, then welded steel tubing crosswise and bolted the engine onto it. The clutch linkage was modified, from rod

to cable, to compensate for the repositioning of the engine.

He made new brackets for the loader, bolted them onto the combine, and mounted the loader on them. After the loader was mounted he removed the cab, narrowed up the operator platform, and set it down between the loader arms.

The combine's existing hydraulic pump is still used to operate the loader. Schroeder installed a 3-spool control valve on a post in front of the steering wheel. One valve is used to raise and lower the loader, one to tilt the bale grab, and one to operate the grapple hooks. The rig still has the original tires, seat, and steering wheel.

Schroeder says IH combines work best for conversion into loaders because they have a hydrostatic transmission that's connected directly to the engine, which allows you to set the engine anywhere you want.

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