

## “Alaska Chainsaw Tree”

Before retiring a few years ago, Roy Baldwin had used chainsaws or worked on them for more than 30 years. “After all that time working on the darn things, I figured I had to find a good way to get rid of all the ones that no longer worked,” he says.

So the Sterling, Alaska, man cut a black spruce tree down to 24 ft. and trimmed back the branches. Then he mounted a big chainsaw on top of it.

Thirty plus years and 30 saws later, his “chainsaw tree” has become somewhat of a tourist attraction.

“People keep bringing saws in, and I keep putting them up. There are about 30 saws on the tree, which is about all it can hold. So now I’m starting on a second tree,” says Baldwin.

Most of the saws date back to the 1950’s, and parts for them are no longer available. However, there are also a few electric chain saws that are only three or four years old. “Once they stop working, it’s not worth fixing them,” says Baldwin.

Baldwin operates a woodworking shop where he uses chain saws to cut support posts for porches and electric saws to carve willow tree wood into canes and walking sticks. Burls from the trees are used to make wooden bowls. An average of about 2,000 people a year stop by his shop.

He’s had people donate saws from as far away as Minnesota and Oregon. The big McCullough tree on top of the tree is from a guy in Reno, Nevada.

Some of the saws came from friends, some from a local welding shop, and some from a local rental company. Five saws came from



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an old shop that he tore down.

“Once in while when I wake up in the morning I’ll even find a chain saw sitting on my steps,” says Baldwin.

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Harlen Grovom modified an F20 International tractor to build this pedal-powered model. Four riders sit on each side, hanging onto a rod as they pedal.



## Pedal Tractor Seats Eight

Harlen Grovom of Park River, N. Dak., got the idea for his F20 International pedal-powered tractor from a similar C Farmall he saw in FARM SHOW (Vol. 28, No. 1)

With the help of some fellow members of the Northeast North Dakota Pioneer Machinery Association, Grovom modified a 1924 or ’25 model F20. It still has the original gear-shift and flywheel, and has a working clutch, three-speed transmission, and brakes.

Grovom used the pedals and sprockets from eight 3-speed and 5-speed bikes he found at a local scrap dealer. He also got a supply of drive chain at the salvage yard, taken out of old electric door openers.

Four riders sit on each side, back to back with a rod to hang onto instead of handlebars.

“Both pedaling banks supply power to the transmission, but because they’re going in opposite directions, there are two drive shafts,” Grovom explains. “One pulls directly to the transmission, and the other is reversed by a gear sprocket. It was quite a challenge to get the right-sized sprocket. We wrecked about four bikes before we figured that out.”

He says they got the sprockets they needed out of a 71 Deere corn planter in his scrap pile. “We had to extend the frame by about 30

inches, and didn’t use any seats off the bikes,” he explains. “Instead, we made bench-type seats out of lumber and padded them with upholstery foam.”

The sharp-looking unit is painted red, with white boards and seats.

“I don’t think I’ve got more than \$100 in it. Besides helping me put this together, Association members helped produce some of the parts. Quite a few guys worked on it, so it was nice to have the extra help. We spent a good week on it.”

Grovom says two people can move the pedal tractor around on the shop floor pretty easily, but pedaling down the street gets a little tiresome after about a block so they have to change crews often.

He got the chance to try it out at the Dale Hawk Museum at Wolfert, N. Dak. in June at their yearly show.

“It was pretty neat. I didn’t know if we’d get anybody to pedal it or not, but word traveled fast and the kids were all eager to try it.”

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To build the walls of this 2-story cabin, Bill Taylor simply stacked 2 by 4’s flat on top of each other, nailing them together.

## “Stacked” Cabin Is Built To Last

Bill Taylor built a 2-story, 480 sq. ft. cabin that’s so solid even a tornado might have trouble knocking it over.

He simply stacked 2 by 4’s flat on top of each other, nailing them together. The method is called “cribbing” and was used for decades to build grain elevators.

Taylor uses the lower floor of the little cabin for his woodworking tools and the upper floor as a playhouse for grandkids.

It took 9,000 linear ft. of 2 by 4’s, a 50-lb. box of nails and a lot of hammer work to complete the cabin.

“I laid it out on Feb. 17, 2005 and by the end of the fall, I had it done,” says Taylor. “I designed it as I went. I never knew what I was going to do until I did it.”

The first floor is 14 by 16 ft. with a 7 1/2-ft. ceiling. The second floor is cantilevered out two feet on one side for an area of 16 by 16 ft. On the opposite side, Taylor brought the wall up 2 ft. before cantilevering it out 18 in. to provide a built-in seat. The ridge pole of the roof is about 16 ft. from the ground.



Upper floor serves as a playhouse for Taylor’s grandkids.

“It got to be sort of an obsession,” admits Taylor. “Usually I would add 1 1/2 to 2 ft. to the walls. One day I worked most of the day and added 4 1/2 ft. to the walls.”

On the lower half of the cabin, 2 by 4’s overlap flush at the corners, but as the wall height progressed, Taylor began extending the overlaps out by four inches or more, giving it more of a log cabin look.

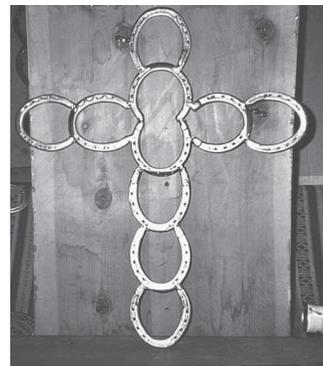
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## Horseshoe Crosses

Roger Robison is a farrier who came up with a nifty sideline that makes use of the piles of new and used horseshoes he has laying around.

Robison welds the iron shoes into crosses for marking gravesites or to use as wall hangings. He can make them from new shoes and paint them black or gold, or he can weld used shoes together. If used as a grave marker, he adds a couple of prongs at the bottom to stick into the ground.

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Roger Robison welds iron horseshoes into crosses for marking gravesites or to use as wall hangings.