

Engine Hoist Turned Into Drywall Hoist

"If you already have an engine hoist, you can quickly convert it into a cheap drywall hoist like I did. It works great for handling 12-ft. long sheets of drywall, which are almost impossible for one man to put up," says Stephen Rothrock, Corydon, Ind.

When Rothrock is done handling drywall with the hoist, he can quickly convert the unit back to an engine hoist.

He started with a used engine hoist that rides on four small caster wheels and is equipped with a boom that's raised and lowered by pumping on a jack that operates a hydraulic cylinder. To convert the engine hoist to a drywall hoist, he adds just two parts: a short floor board that clamps on between the boom's horizontal legs and has a 2-ft. board extending vertically up from the middle of it to serve as a resting point for the drywall panel; and a longer 7-ft. 8-in. board that attaches to the boom and is free to swivel on it. A 12-in. long, 1/2-in. thick steel bar attached to the board fits inside the hoist's boom and is secured by a 3/8-in. dia. bolt. A 1-ft. long, 5/8-in. dia. metal rod rides inside a metal tube welded horizontally to the other end of the bar and serves as a hinge. The rod is secured to the board by a pair of perforated straps. A pair of spring-loaded chains spaced about 3 ft. apart are secured to the board.

To install a drywall panel, Rothrock lowers the boom until the long board rests against the top of the vertical board. Then he secures the J-hooks to the bottom edge of the panel and starts jacking up the hoist. As he pumps on the jack, the springs stretch and the chains take hold until the bottom of the drywall lifts off the floor board.

"As I pump the jack I have to hold the top edge of the drywall to keep it from falling off. Once the boom is level, I can lay the drywall horizontally so I don't have to hold it any more," says Rothrock. "The vertical board helps to locate the long 2 by 4 at the right height.

"It's a simple, compact unit that's easy to move around, allowing me to position the panels anywhere I want. It'll reach an 8-ft. ceiling. I've used it to put up 12-ft. panels, of 5/8-in. drywall on an 8-ft. ceiling, and it worked great. I bought the hoist used for \$25. Commercial drywall hoists sell for about \$500. It takes only about five minutes to take the two boards off, leaving the hoist free for other jobs."

He says there's a reason the board that fits into the boom is four inches short of 8 feet long. "It allows the drywall panel to extend



Stephen Rothrock converted an engine hoist into a cheap drywall hoist.



Sheets of drywall are raised and lowered by pumping on a jack that operates a hydraulic cylinder.



Just two parts are added to hoist - a short floor board that clamps on between boom's horizontal legs; and a longer 7-ft. 8-in. board that attaches to boom and is free to swivel on it.

two inches beyond each end of the board, so I can position the panel up against walls or wherever I want without worrying that the 2 by 4 will get in the way," he notes.

Contact: FARM SHOW Followup, Stephen Rothrock, 5160 Rocky Way, Corydon, Ind. 47112 (ph 812 952-2643 or 812 987-1000).

Trailer Built Out Of Dodge Grand Caravan

Worn-out mini vans make great trailers, says A.G. Bagwell, Tolono, Ill., who built this trailer out of an old Dodge Grand Caravan.

It has an aerodynamic, V-shaped front end which makes it easy to pull behind almost any car.

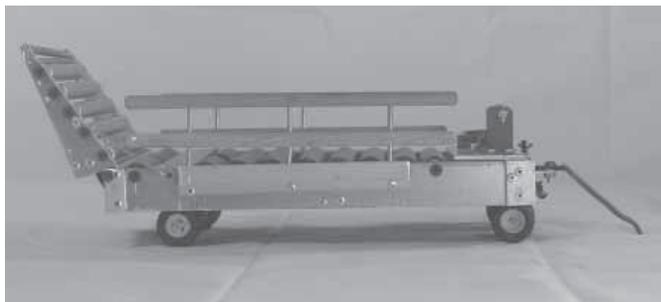
"It hauls anything light and can be used as a sleeper, too," says Bagwell.

He started with a 1980's Dodge Caravan. He removed all the seats and then cut the entire front end off behind the front doors, leaving just the body and rear wheels. Then he closed up the van by welding together three pieces of sheet metal into a V shape and welded it onto the van's open front end. He also installed a tongue made out of 3-in. channel iron and a trailer hitch. Access is provided by a sliding door on one side of the van and by the back door.



A.G. Bagwell built this trailer out of an old Dodge Grand Caravan. It has an aerodynamic, V-shaped front end which makes it easy to pull behind almost any car.

Contact: FARM SHOW Followup, A.G. Bagwell, 796 C.R. 900 E., Tolono, Ill. 61880 (ph 217 485-5151).



The SMART cart has a 3-ft. end gate that drops down hydraulically to the ground.

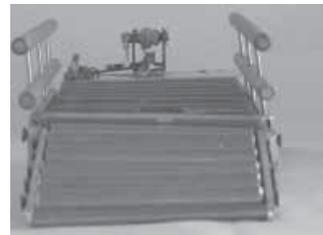
Roller Cart Transports Downed Animals

Kelby Wilcox was getting orders for his Secure Mobile Animal Rescue Transport (SMART) before he built the first one. All people had to do was see pictures of his model, and he started getting calls and orders. Since he had announced he planned to sell them for \$18,000 apiece, he figured that was a good sign.

The SMART cart has a powder coated, 4 by 8-ft. steel frame with a 3-ft. end gate that drops down hydraulically to slope toward the ground. Simply back the unit up to a downer animal, hook on the two-speed 12,000-lb. winch, and pull the animal onto the neoprene covered, stainless steel roller bed.

"It slips underneath the animal as it rolls over the top," explains Wilcox. "Once the animal is on and strapped down, you can use the winch to pull the entire unit with the animal up a ramp onto a trailer or even a truck. You can even get sides for it."

The winch is hand-powered, as is the hydraulic pump that raises the back end up. The lifetime Teflon bearings are maintenance-free. Two sets of 10-in. pneumatic tires with 4-in. spacers between them pivot at the front corners with single 6-in. wide, 10-in. tall tires at the rear corners. Front wheels can pivot free like a shopping cart or linked with a steer-



A 12,000-lb. winch is used to pull animal onto neoprene-covered roller bed.

ing actuator axle.

"Users will be able to pull it out of a barn by hand or out of a pen or pasture with a four wheeler, tractor, truck or even a horse," says Wilcox. "It could even be towed down the road, but I wouldn't recommend going more than 5 to 10 mph for animal safety."

While \$18,000 is a lot of money, it could mean the difference between saving an animal or losing it, explains Wilcox.

Contact: FARM SHOW Followup, Kelby Wilcox, Queen of Hearts Cattle Co., 216 9th St., Suite G, Lewiston, Idaho 83501 (ph 208 790-9353).

"Edible" Low-Cost Calving Barn

Mark and Susan Littlechilds of Busby, Alberta, are struggling to get started in farming and have just a small cattle herd. To save money, they recently built a low-cost, temporary calving barn that they like a lot. It used no commercial lumber.

The cozy shelter was made with round bales, chicken wire, metal fence panels, hay tarps, and poplar tree trunks.

The barn is 30 by 25 ft., with a 15-ft. roof on one end that tapers down to 7 ft. at the other end.

Since they didn't have access to flax bales (which would be longer lasting and less appetizing to the cattle), the Littlechilds used some of their own hay bales to make the barn walls.

On the interior of the barn, they lined the bales with chicken wire to keep the cows from eating them. The couple also ran fence panels around the walls. This keeps the chicken wire in place and also allowed them to build pens by attaching additional panels. For example, they made a 10 by 10-ft. calf pen by adding creep feeder panels. The couple harvested poplar tree trunks to make eight 25-ft. roof beams (rafters), which are held up by eight 15-ft. upright beams. The upright poles are positioned between the bales, which sit tightly on end, and this is what keeps the poles vertical.

"There's a horizontal brace beam that runs across the top of the bales, and the uprights are nailed to it," Susan explains. "Another horizontal brace beam is nailed to the top end



Low-cost calving barn is made with round bales, chicken wire, metal fence panels, hay tarps, and poplar tree trunks.

of the uprights. One end of the rafters are nailed to this beam and the other ends are joined by a brace beam that lays along the top of the bales.

Two 33 by 48-ft. hay tarps cover the roof and extend down three walls to the ground, blocking out the wind. A 10-ft. opening in the bales serves as the door and provides ventilation during warmer weather. It can be closed off with a fence panel, and during harsh winter weather, the couple rolled down part of the roof tarp to keep the wind out along that side as well.

"The best part is that when calving season is over, we don't have to clean out the barn. We can just take it down and feed most of it to them," Susan says. "It's easy enough to rebuild in a different spot next year."

Contact: FARM SHOW Followup, Mark and Susan Littlechilds, Box 123, Busby, Alberta, Canada T0G 0H0 (ph 780 349-8505; email: mark.sue@telus.net).