



Using a special "fork", Mel Primrose is able to hold the end of a log about 4 in. off the ground as he cuts it.

## Tree Fork Saves Saw Chain

Cutting up trees on the ground can be hard on your chainsaw blade, and dangerous, but thanks to a special "fork," those aren't issues for Mel Primrose of Westlock, Alberta.

He uses a device made from steel rod that looks like a strange, two-tined pitch fork. It has curved tines with an upright U-shaped piece of metal welded between them, one third of the way up from their tips.

To use the tool, Primrose lays it on the

ground, with the tine tips pointing up. Then he places one foot on the handle while he drops one end of his log, branch or post on the far end of the fork. Because of the shape and angles of the device, it holds the end of the log about 4 in. off the ground.

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Fence stretcher was made by welding a length of pipe to a hammer head, then welding a flat plate to the top.

## "Quick And Easy" Fence Stretcher

"I made this 'quick and easy fence stretcher' out of a hammer head, a length of 1-in. dia. pipe, and a 2 by 4-in. piece of 1/4-in. thick flat metal," says Ted Cole, Fort Bragg, Calif.

He welded the pipe to the end of the hammer head and welded the flat plate to the top. The plate rests against the post and keeps the tightener from twisting. To use the fence stretcher, he places the barbed wire in the claw and the plate against the post, then starts

pulling around the post until the wire is tight.

"I've tightened as much as 60 ft. of wire this way. It beats using one of those fingerpinching come-a-longs. It also doubles as a prybar and works great for pulling big nails," says Cole.

Contact: FARM SHOW Followup, Ted Cole, P.O. Box 871, Fort Bragg, Calif. 95437 (ph 707 269-0407).

## Modified Closing Wheel For Deere No-Till Drills

Putting an arm and a larger bearing on closing wheel assemblies takes care of a major headache for owners of Deere 1850 and 750 no-till drills.

"Closing wheel arms on current models lock up because the bearing is on the wheel and constantly running in the dirt," explains Tom Erickson of TSR Parts, Colgate, N. Dak.

TSR builds straw choppers that sell across North America and overseas. They also operate a parts salvage business and have lots of interaction with farmers. After hearing regular complaints from Deere no-till drill owners, they decided to tackle the problem.

"The original closing wheel has two small bearings on it," says Erickson. "We increased the bearing size tremendously and placed it on an assembly that keeps it out of the dirt."

He says the closing wheel arm assembly, which sells for \$63.75, will greatly improve bearing life and reduce down time during planting.

Contact: FARM SHOW Followup, TSR



Closing wheel arm assembly for Deere no-till drills improves bearing life, says TSR Parts.

Parts, 101 Main Street, Colgate, N. Dak. 58046 (ph 701 945-2777; toll free 800 582-2432; fax 701 945-2386; sales@tsrparts.com; www.tsrparts.com).



Leonard Sjoberg built his "Blazer loader" using the chassis and running gear off a 1970's 4-WD Chevrolet Blazer. "It works great for loading round bales onto trucks."

## Hay Handling Loader Made From Chevy Blazer

"It's an ugly looking duckling, but it makes a great hay loader that doubles as a rake puller," says Leonard Sjoberg, Okemah, Okla., about the "Blazer loader" he built using the chassis and running gear off a 1970's 4-WD Chevrolet Blazer.

Sjoberg makes his living baling and selling hay. He uses his "Blazer loader" to stack round bales four high in his barn, to load round bales onto semi trucks, and to pull either a 12-wheeled, 20-ft. wide V-rake that rides on four wheels or a side delivery rake.

The machine's frame was built out of 2 3/8-in. dia. oilfield tubing, with extra heavy 2 7/8-in. dia. tubing used for the loader arms. It's equipped with a pair of self-leveling forks that can lift round bales a little more than 12 ft. high. The loader is raised and lowered by a pair of 2 1/2-in. dia., 3-ft. stroke cylinders, which operate off a hydraulic pump that's belt-driven off the engine. The forks are made from 2 3/8-in. dia. oil field tubing.

The rake is pulled by a 2-in. ball that's mounted above the forks. The ball mounts on a bracket that folds up out of the way when not in use.

The loader is equipped with a 3-spool control valve, so the same hydraulic circuits that operate the loader are also used to raise and lower the rake wheels and to fold and unfold the wings.

The rake folds to an 8-ft. transport width so if Sjoberg wants he can use the rig to pull both the loader and rake down the highway, using a towbar mounted on front of the loader. Or, he can pull the loader and rake together behind his Dodge 1-ton pickup using a fold-up towbar that mounts on back of the loader and swings down for use.

The driver sits on a sideways-mounted seat. "I just turn my head left or right to see what I'm doing," says Sjoberg.

He stripped the Blazer down to the frame and running gear, keeping the automatic transmission and 4-WD transfer case. He replaced the car's original engine with a 6-cyl.

250 cu. in. one. He modified the rear suspension by installing a 4-in. dia. cross member just ahead of the rear end, then mounted a single heavy duty spring across the rear end. A length of 2 7/8-in. dia. tubing extends from the rear axle housing up to the front spring hanger on the frame. "The system provides suspension but not independent suspension, which makes the loader stable and also results in comfortable ride. The rear end can go up and down but not independently, which gives me a solid platform for a loader," says Sjoberg.

He installed a metal floorboard and also a firewall behind the engine. The steering wheel mounts above the engine and has a series of three U-joints in it.

"It's a handy rig - I use it a lot," says Sjoberg. "It works much better than a tractor for loading and stacking bales because I have a better view and therefore a better feel for what I'm doing. Also, because of the spring suspension it rides great. I've had a lot of compliments on how fast and neat I can stack hay with it."

"Even though the seat mounts crosswise it's easy to drive. The steering wheel, brake pedal, gas pedal and gearshift are all located as natural as driving a car. I use a joystick control to operate the loader. For both loader and rake-pulling work, most of the time I run the transmission in 4-wheel-drive low gear, which has a top speed of 35 to 40 mph. I had to relocate the master brake cylinder because there's no firewall or cab to mount it on."

Sjoberg says this is the third Chevy Blazer he has converted into a loader. "I traded one away but still use the other two. The last one I made has self-leveling forks, which makes it a lot easier to load and unload bales. The Blazers I've used were built from 1973 to 1979."

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Loader can also be used to pull this 20-ft. wide V-rake, or a side delivery rake.