



Baler-mounted rake eliminates the need for a separate raking operation in the field.

Baler-Mate Speeds Hay Making

You can get in and out of hay fields fast if your round baler is fitted with Baler-Mate rake wings. They attach to existing bolt holes on most big round balers. Inventor Dale Alvarez says he's able to custom bale fields by himself, eliminating extra labor and equipment, while saving fuel.

"The custom hay baling market is getting more and more competitive, especially with the cost of fuel," says Alvarez. "Raking doesn't take a lot of fuel, but trucking a tractor and rake to the field does. Now I only have to haul one tractor and my Baler-Mate equipped baler."

Alvarez estimates that he saves 3 hours or more a day compared to raking first and then baling. Eliminating hired labor increases savings even more.

"It only takes a minute and a half to fold out and set up," says Alvarez. "Once in place, hydraulics lift and lower the rakes as needed."

Initial set up is easy too. Alvarez designed Baler-Mate to match existing bolt holes on Deere, Vermeer and most other big round balers. The square steel tubing frame attaches where the baler tongue meets the baler frame.

He is confident it can work with Hesston balers as well, though they will probably require a bracket to be welded in place. Regardless of what brand baler, getting parts for the Baler-Mate will be easy.

"I tried hard to use off the shelf parts, not specialty items, so it will be easy for my customers to pick up replacements if needed," says Alvarez. "The standard rake wheels handle heavy hay crops, but they can be replaced with heavier duty wheels for corn stalks and other crop residue."

The Baler-Mate comes in 6 and 8-wheel configurations with wide and narrow settings. The 6-wheel rake opens up to a raking width of 18 ft. from tip to tip in the wide setting, dropping back to about 16 1/2 ft. for heavy hay. The 8-wheel model runs 21 ft. tip to tip on the wide setting and 18 ft. on the narrow.

Alvarez sells the 6-wheel rake for \$4,200 and the 8-wheel rake for \$4,800 plus S&H. Contact: FARM SHOW Followup, Dale Alvarez, Rt. 3, Box 164, Kirbyville, Texas 75956 (ph 409 423-3684; dalealvarez50@aol.com; www.balermate.com).



Hoist fits on any vehicle equipped with a 2-in. receiver hitch. It can lift up to 800 lbs.

He Made His Own Pickup Hoist

"It's as handy as a pocket on a shirt," says Albert Canady, about the hoist he and neighbor Tom Cullison built. It fits on any vehicle with a 2-in. receiver hitch.

The hoist stands about 8 ft. high with two outriggers on swivel wheels. It weighs less than 150 lbs. but lifts up to 800 lbs. "My wife can even use it," he says. It's made with 2-in. square tubing and comes apart in four pieces. It rotates 360 degrees and lifts high enough to clear the tailgate.

Canady built his lift with a manual winch but says it could also be fitted with an elec-

tric one. "It's a handy hoist," says Canady. "I use mine to raise the lawn mower to change the blade."

Canady says it costs less than \$300 to build and half a day to put together. He has plans he can make available for a fee.

Contact: FARM SHOW Followup, Albert Canady, Rt. 1, Box 155-A, Jasonville, Indiana 47438 (ph 812 665-3025; albert@thecanadys.net; www.handyhoist.com).

Drive-Through Gate Simplest Yet

Derald Brown built a freestanding gate that livestock won't touch, and his ATV can pass through without a problem.

"I wanted a gate that I could drive through without getting off the ATV and that would close behind me automatically," says Brown.

His gate is almost there, though it still needs a little work. At this point he can drive up and through, but he needs to give a slight tug on a rope to begin the gate's return to position. Weights connected to the gate panel then pull it back into full upright position.

The gate consists of a 5 by 6-ft. panel of welded angle iron hinged to the bottom of the welded pipe framework. The framework consists of two 8-ft. uprights and a 7-ft. top crosspiece all made from 2-in. pipe. The base and hinge pipe is a 9-ft. length of 3-in. pipe extending a foot to either side of the uprights. At either end, a 3-ft. length of 2-in. pipe is cross-welded as stand feet for the upright frame.

"Quarter inch cables attach to tabs welded on the top of the gate panel and run up and through 2-in. pulleys at the upper corners of the frame," explains Brown. "The cables are anchored at the sides of the frame by 20-lb. weights I melted down and cast from lead wheel weights."

Brown hinged the gate panel in the framework by welding two pairs of steel tabs on the base pipe. The hinges are completed by 6 by 3/8-in. flaps of steel welded to the bottom of the gate panel to fit inside the tabs. Holes in the tabs allow for bolts to hold the flaps in place, yet allow them to move inside the tabs.



Driver can pass through gate without getting off ATV.



Weights connected to gate panel pull it back into full upright position.

"The base pipe is buried deep enough in the dirt that the gate panel lays flat on the ground when I drive through," says Brown.

He continues to try different spring systems and is considering trying a lighter gate panel that might eliminate the need for ropes.

Contact: FARM SHOW Followup, Derald Brown, 60237 Kansas Rd., Montrose, Colo. 81401 (ph 970 249-5234).



Walter Fifelski uses an old rusted out Chevy 4-WD pickup to power this log splitter.

Big Splitter Mounts Permanently On Old Pickup

"I've built a few log splitters but this one works best because I can use it while standing up," says Walter Fifelski, Wayland, Michigan. He took an old rusted out Chevy LUV diesel 4-WD pickup and uses it to power the log splitter.

The key to the project was using the pickup's rear drive shaft to power the splitter's hydraulic pump. "When I have to move the pickup, I just use the front wheel drive," says Fifelski.

The splitter itself consists of an 8-ft. long I-beam, a 6-in. dia. cylinder, a big pusher plate and a 12-in. tall splitting wedge.

A large oil reservoir sits next to the cylin-

der. He added a wooden platform to the other side of the splitter to handle the logs. "My front end loader picks up the logs and sets them on the platform where I can work with them," he says. "After I cut them, I sling them off to the side where I stack the lumber. I don't have to lift anything at all."

He says the splitter handles logs up to 28 in. long and 30 in. dia., although his wood stove can only handle wood that's 20 in. long.

Contact: FARM SHOW Followup, Walter Fifelski, 1700 138th Ave., Wayland, Mich. 49348 (ph 616 681-9562; Marilynn@wmis.net).



Splitter's hydraulic pump is powered off the pickup's rear driveshaft.