

## Massey Harris Tractor Fitted With 3-Pt. Hitch

"My Massey Harris 44 loader tractor doesn't have a factory 3-pt. hitch, so I built one for it using the lower lift arms and adjustment rods from a Fordson-Major tractor," says Frank Dyck, La Crete, Alberta.

He made attachment plates out of 1/2-in. thick steel with 1 1/8-in. pins welded on, drilled to match the existing bracket holes on the drawbar hitch where it bolts onto the tractor's final drive case. The tractor seat was in the way of the hydraulic cylinder that raises and lowers the 3-pt. so he removed the seat, as well as the coil spring and shock absorber underneath it. He made a new 2-pole spring support for the seat which straddles the hydraulic ram shaft. The springs came off an old Deere disc drill disc assembly.

The original final drive cover didn't extend back far enough to provide a mounting base for the rockshaft, so he replaced it with a new one that he cut out of 1/2-in. thick plate steel, extending it about 4 in. farther back. Both ends of the cylinder are connected to greasable bushing supports off a Deere disk. One side of the lift arms is fixed and the other is adjustable via a lift rod that's operated by turning a crank. He also threw away the pto shield to make room for the 3-pt. hitch.

"I had to build my own rockshaft, as the rockshaft on the Fordson-Major is built into the tractor and can't be removed," says Dyck.



Using the lower lift arms from a Fordson-Major tractor, Frank Dyck built this 3-pt. hitch for his Massey Harris 44 tractor.

"The Massey Harris tractor already had two pairs of hydraulic couplers on back which were used to raise and lower the loader and also to tilt the bucket. To operate the 3-pt. hitch I just disconnect the hoses that are used to tilt the bucket and plug the hoses for the 3-pt.'s hydraulic cylinder. I can use the loader and 3-pt. hitch at the same time as long as I don't have to tilt the bucket."

Contact: FARM SHOW Followup, Frank M. Dyck, P.O. Box 388, La Crete, Alberta, Canada T0H 2H0 (ph 780 928-3944).

## How To Drop A Tree Where You Want It

"I had to remove some trees very close to my buildings and I didn't want anything to go wrong when they fell. So I came up with the idea of using a set of springs to drop them exactly where I wanted them, working by myself," says Ken Voigt, Wausau, Wis.

"I climb a stepladder and attach a cable to the tree as high up as I can. I attach other end of cable to the set of springs, which are then chained to a tractor. I back the tractor up till the springs are all the way extended. Then I cut the tree and the springs pull the tree down.

"The photo also shows a snatch block that I sometimes also use if I have to pull at an angle with a cable because of lim-



Cable is attached to tree and also to a set of springs, which are then chained to tractor.

ited room."

Contact: FARM SHOW Followup, Ken Voigt, 9208 Pasture Lane, Wausau, Wis. 54403 (ph 715 842-8471; kv57@aol.com).

## Pull-Type Combine Converted To Grain Cart

Frank Dyck, La Crete, Alberta, converted a late 1950's Deere 96 pull-type combine into a low-cost grain cart.

"I use it for all my crops including wheat, peas, oats, and barley. It works great and cost very little to make the conversion," says Dyck. "I already had the combine which I had bought used. Someone had added a 1-ft. high plywood extension on top. The hopper holds about 100 bushels with the extension."

He removed the header, keeping only a 4-in. dia. pipe at the back of it that he used to make a brace from the hitch to the combine's offside wheel. After removing the pto shield, he cut a wedge out of the inner side of the hitch beam and then used a winch to bend it in so he could pull the hitch from the center. Then he welded the hitch back together. "I didn't want the grain cart trailing to one side like the combine did," says Dyck. He also removed both elevators, the cleaning shoe, and the straw walkers.

He cut off the combine's body just behind the beater shaft, allowing him to leave the unloading auger drives intact. "The pto is used to belt-drive the auger," says Dyck. "One limitation is that the



Frank Dyck removed the header from an old Deere 96 pull-type combine. The pto is used to belt-drive cart's auger.

cart is too high to fit under the unloading auger on my IH 503 combine, but I plan to lower the entire cart by working with the wheel attaching plates where they connect to the combine's frame."

Contact: FARM SHOW Followup, Frank M. Dyck, P.O. Box 388, La Crete, Alberta, Canada T0H 2H0 (ph 780 928-3944).



Moulton's 3-wheeled, self-propelled cart is powered by a 4 hp engine. The single caster wheel on front is located about 4 ft. ahead of the rear wheels.

## Self-Propelled Chore Cart

"I was inspired to build this self-propelled cart after reading about the self-propelled wheelbarrow built by Arthur Moulton (Vol. 32, no. 2). It comes in handy for a variety of jobs," says Travis Barton, Bozeman, Montana.

The 3-wheeled carrier is powered by an old 4 hp engine off a Bobcat snowblower that Barton wasn't using any more. He removed the blower parts and welded a 3-ft. sq. frame from 1 1/2 in. angle iron. He used expanded metal for the floor and leftover fir boards for the removable sides. The single caster wheel on front is located about 4 ft. ahead of the snowblower's rear wheels.

"It steers well even though it has a solid drive axle. The front caster wheel is the only thing I had to buy," says Barton. "I plan to use it to haul luggage and supplies at my father-in-law's lake cabin, which is located on an island. It has a long dock with a fairly steep slope to get to shore. Perhaps the best feature on this machine will be that it'll hold itself back going down the slope, and not run away like a regular wagon would," he notes.

Contact: FARM SHOW Followup, Travis Barton, Barton Fabrication, 333 Storrs Rd., Bozeman, Montana 59715 (ph 406 539-8040; bartonfab@gmail.com).



"From start to finish, you can't get any more realistic," says Marvin Kaptein about his mechanical steer. It simulates the action of a live steer to teach roping skills.

## Mechanical Steer Teaches Roping Skills

This mechanical steer simulates the action of a live steer, teaching roping skills to rodeo competitors.

The Sparky Roping Machine has a body made of plastic and rides on a three-wheeled frame. The unit operates on a DC electric motor that runs on batteries, so there's no noise or smoke. The unit comes with a remote start-stop that you keep on the horse's saddle, which enables you to rope by yourself without anyone else operating it for you. The steer will "run" across a roping arena at speeds as high as 20 mph.

"When you hit the start button it takes off, but once you rope it, it disengages automatically so you and your horse get the correct feel of catching a steer. The spring-loaded hind legs have the exact timing to get the correct feel when roping," says Marvin Kaptein.

"It's something consistent to watch and practice on, unlike a live steer. It teaches you to rope at the right time and in the

correct way."

According to Kaptein, the Sparky is the only machine on the market that a header or heeler can rope together or by themselves.

"You can head, heel, dally, and face all on one run. After you head Sparky, the unit is free-wheeling so that a horse can get the correct feel of pulling a steer. From start to finish, you can't get any more realistic."

He says a lot of "urban cowboys" like calf roping but don't have the animals or equipment to try it, other than a horse. "We offer a total of eight different models that cover everything from team roping to breakaway and calf roping," he notes.

The standard model sells for \$7,400. Contact: FARM SHOW Followup, Sparky Superior Roping Machine, 3401 Fig Ave., Rock Valley, Iowa 51247 (ph 877 877-4240 or 800 211-8575; marvink@smartsteer.com; www.smartsteer.com).