

## Silage Conveyor Built From Corn Picker

"Three years ago we switched from storing corn silage in bunker silos to a silage bagger. However, the bagger was intended for use with rear-unload wagons and we had side-unload wagons. Conventional silage conveyors are too small to handle the volume of silage from a side-unload wagon so I built this high-capacity, bagger-mounted conveyor from an old New Idea 1-row corn picker," says Randall Morrison, Nahunta, Ga.

The conveyor is powered by an 8 hp Honda gas engine that belt-drives a drive shaft. Morrison built the frame of the conveyor using 4-in. angle iron, plywood for the bottom, and wooden sides. The conveyor chain, flights, sprockets, and idlers were taken from the corn picker. The conveyor attaches to the silage bagger by means of a steel arm mounted midway under the conveyor. It pivots on the arm and can be moved back and forth on a

rubber tire mounted under the hopper end of the conveyor.

"It cost less than \$200 to build including the engine which came off an old portable cement mixer," says Morrison. "It has saved us a lot of money because side-unload wagons can be purchased much cheaper than rear-unload wagons. When I built it three years ago I already had two side-unload wagons and since then I've purchased two more. Total cost for the four used side-unload wagons was less than the cost for one new dump-type wagon."

Morrison notes that the gas engine could easily be replaced by a hydraulic motor powered by the tractor's hydraulic system.

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## Hydraulic-Dump Bale Trailer

"About 3 years ago I needed a way to transport round bales and decided to build my own rig," says Arnold Boyko, Ruso, N.Dak., who built what he calls the "Magic" bale wagon to haul 6 big bales at a time.

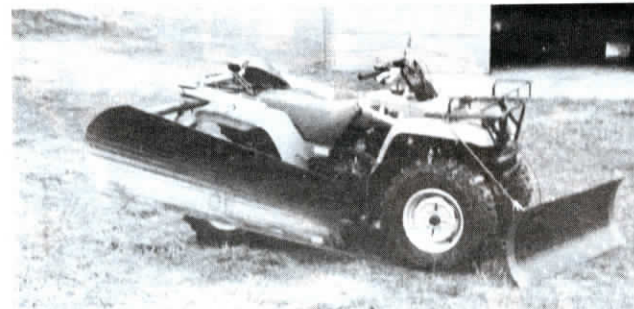
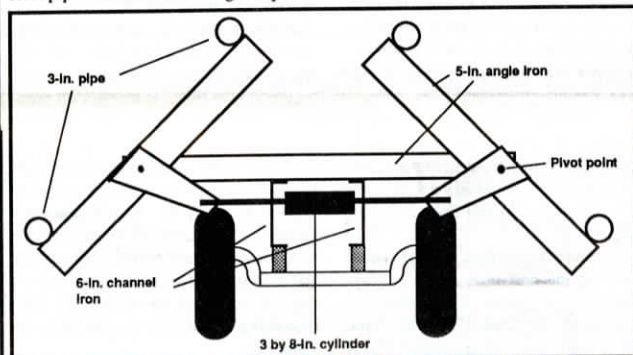
Boyko says the trailer was relatively simple to build yet works as well as any bale hauler on the market. It consists of two hydraulically-dumped cradles, mounted on a 4-wheel trailer made out of an old truck chassis. He notes that the bale hauler could be mounted on any 2 or 4-wheel trailer frame.

There's a bale "cradle" on either side of the trailer. They consist of a heavy piece of 5-in. angle iron on either end connected by two lengths of 3-in. dia. steel pipe. These cradles hinge on pivot

points at either end of the trailer, controlled by a 3 by 8-in. hydraulic cylinder at either end of the trailer. The two cylinders are hooked together so that when Boyko activates the hydraulics, all bales on both sides of trailer dump off at once.

"Right after I built it, my wife and I took it to the field and loaded up 6 big bales, took it back to the farm, and pulled the hydraulic lever. It worked perfectly the first time and has worked great ever since. It takes only about 5 sec. to unload and then I'm back on my way to the field. No need for a loader tractor back at the farm," says Boyko.

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## Wing Blade For ATV

"I added a wing blade to my 4-WD ATV so I could use it to plow a conventional width driveway," says Glen Severson, Troy, Idaho.

The front blade on Severson's Yamaha 350 ATV came from the factory, except that he added 2 in. to each side of the blade to increase overall width to 50 in. It raises and lowers manually. Angle can be adjusted by rope.

To mount his side wing blade, he welded four brackets to the bottom of the frame. To these pre-drilled brackets he bolted lengths of angle iron that provide a solid anchor to pin the front of the blade to. "One caution is that before welding, you should remove the two flexible oil lines that run through that area. I also put a wet blanket over the gas tank and vent,"

notes Severson.

To support the rear of the blade, he mounted a 2-in. pipe under the rear edge of the load rack with a 1 1/2 in. dia. pipe slipped inside and pinned. It extends out to the top edge of blade. To brace the lower edge of the blade, he used a 3/4-in. pipe.

The side blade is 55 1/2 in. long (made out of 1/8-in. thick steel) and extends out 30 1/2 in. wider than the wheels. The blade is tapered so it's 5 in. wider at the outer end than up close to the ATV. Ground clearance at the lower end of blade is 2 1/2 in. and 18 in. at the outer end. It doesn't lower to the ground.

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## Height Gauge For Swathers

Putting a simple up and down height gauge on a swather makes it easy to keep stubble at a uniform height, letting younger less experienced workers do a better job.

"Unless you really know what you're doing, it's difficult to always get the head back to the same height after making a turn at the end of the field or stopping for any reason. If stubble gets too tall the windrow can get buried down in it making combining difficult. And if it gets too short, you get too much straw in your windrow, sending too much material through the combine," says Larry Gangnes, Argusville, N.Dak., who put height gauges on his IH 75 pull-type 18-ft. swather and self-propelled IH 210 15-ft. swather.

The gauge consists of a piece of strap iron painted white and marked in 2-in. gradients. On the pull-type swather, the bottom end of the measuring stick is anchored to the swather's hitch. The upper end of the measuring stick slips through a slot in a piece of black strap iron that mounts on the back of the header. As the head is raised and lowered, the slotted strap iron moves up and down.



On his self-propelled swather, the measuring stick attaches to the header and moves up and down through the indicator, which mounts in a fixed position on the frame.

"I've never seen a commercial indicator on the market like this for swathers, although there is a new unit similar to this for combines. I've also made units like this for my combines," says Gangnes.

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