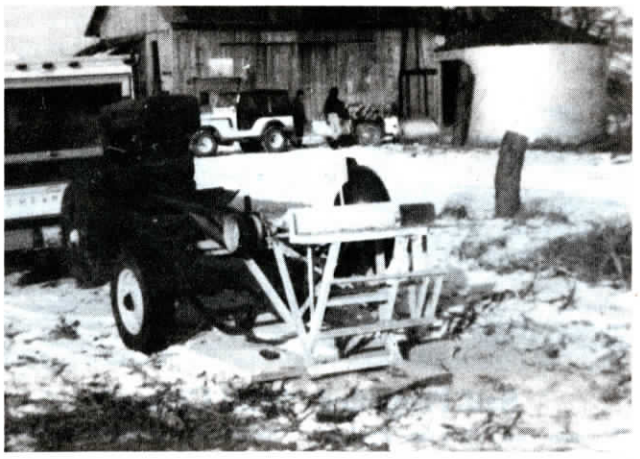


Old Baler Turned Into Log Splitter

"It can split a lot of wood fast," says Norm Nickels, McClure, Ohio, who converted an old International 50T engine-powered baler into a portable, high-powered log splitter.

Nickels stripped the sheet metal off the baler, removed the hay pickup, and narrowed up the axle to about 5 ft. apart. He removed the knotter and bale chamber from the back of the baler and made a V-shaped channel that holds the logs. The bale-forming plunger pushes logs into the splitter blade and is belt-driven by the engine. Nickels made the splitter blade by cutting a moldboard plow share in half and welding one half on top of the other, then welding the unit to the baler frame.

"It works good. I built it for less than $100 15 years ago after the baler wore out," says Nickels. "A commercial log splitter of comparable capacity would have cost $1,000 or more. I use the engine to control plunger speed. I can time it so I can split a log every time the plunger makes a revolution. The original plunger was built from cast iron and wood. I removed the wood and welded a section of 4-in. sq. steel on the plunger to beef it up.

"I also use it to cut wood by bolting an old International buzz saw on the back end."

Contact: FARM SHOW Followup, Norm Nickels, I-249 Rd. M., McClure, Ohio 43534 (ph 419 748-8247).

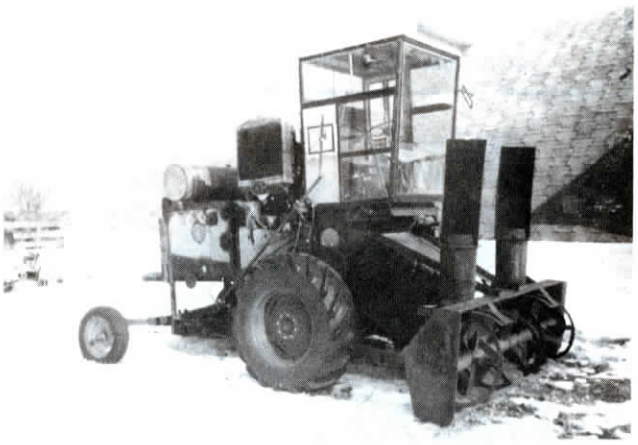
Extra-Wide Barn Doors On Downsized Barn

David VanElsacker wanted a new shop but the Waubay, S. Dak., farmer didn't want to spend a lot of money to get it. He got the job done by tearing down an old barn on a neighbor's farm and rebuilding it on his own farm. He shortened up the side walls so they're only 4 ft. high and installed a pair of 12-ft. high, custom-made doors on one end of the barn that ride along a 40-ft. long track that extends to either side of the building. The doors open 18 ft. wide so VanElsacker can get swathers, combines, etc., inside the shop.

Each door is 10 ft. wide and rides along a track made from 1 1/2 by 4-in. used channel iron. The track is supported by a large wooden pole at each end. VanElsacker made the doors out of corrugated sheet metal nailed to a wood frame. He cut off the upper corner of each door at an angle to fit the contour of the barn roof when the doors are closed. There's a 30-in. wide fiberglass sheet on each door to let in sunlight.

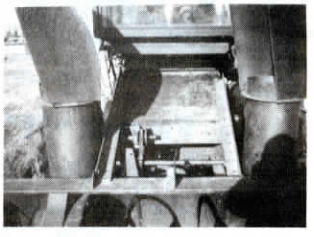
"It was a little more work than I thought, but it cost only about $2,000 to build," says VanElsacker. "The biggest expense was for a new roof and wiring. I considered buying a pole building kit, but it would have cost about $6,000. The barn was 50 years old and had been partially blown down by the wind. It was 26 ft. wide and 40 ft. long with 8-ft. high walls and a haymow. I shortened the walls, eliminated the hayloft floor, and converted the rafters into trusses to add strength to the roof. I extended the roof eaves so rain never touches the side walls."

Contact: FARM SHOW Followup, David Van Elsacker, Rt. 2, Box 165, Waubay, S. Dak. 57273 (ph 605 947-4453).



Combine-Mounted Snowblower

"It works good and cost only about $250 to build," says Larry Johansen, Marion, S. Dak., who mounted an 8-ft. Farmhand front-mounted snowblower in place of the header on a stripped-down Gleaner A2 combine.



Johansen's dad bought the combine for $100 at an auction. Johansen removed all sheet metal and grain-cleaning components and then moved the engine forward behind the cab, remounting the gas tank behind the engine.

He used lengths of angle iron to bolt the snowblower onto header lift brackets. The chain-driven snowblower is controlled by the clutch that originally operated the header.

"It isn't pretty but it gets the job done," says Johansen. "It throws wet snow up to 40 ft. The chain-drive system was easy to hook up. I built it because I couldn't justify spending the money for a 3-pt. snowblower or for a big tractor to operate it. The 6-cyl. engine in this combine has plenty of power. The engine's weight is over the drive wheels so it has good traction. I added 250 to 300 lbs. of weight in front of the rear steering axle to counterbalance the added weight of the snowblower. The transmission, drive axle, hydraulics, and steering system are all orignial.

"My dad bought the combine because it had new drive tires. He kept the tires and gave me the combine. I got the snowblower from a friend. I tried putting a heater in the cab but I couldn't get it to work.

"I think a snowblower like mine could be mounted on any combine. A quick tach setup could be used so you wouldn't have to strip down the combine, and so you could take the blower on or off just like switching heads. I didn't have any reason to set mine up that way because the combine's internal parts were worn out."

The lever to operate the clutch was mounted outside the cab so the driver had to reach through a hole in the cab to operate it. Johansen added linkage and another lever so that he can operate the clutch from inside the cab.

Contact: FARM SHOW Followup, Larry Johansen, Rt. 2, Box 20, Marion, S. Dak. 57043 (ph 605 925-7727).

School Bus Hog House

South Dakota farmer Lloyd Siemonsma makes inexpensive hog houses out of old school buses.

He cuts each bus off behind the windshield and just below the floor line and then removes all the seats. Then he unbolts the body from the chassis and sets it on his concrete feedlot. Two bus bodies face each other end to end with enough room left to make an entry door for feeder pigs. Windows can be opened for warm weather ventilation. Rear doors open up for cleanout. He gets bus bodies for free from a truck salvage company.

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