



Wooden chainsaw holder is fitted with brackets that fit onto side of yard trailer. As Clark pushes tree limbs down on top of chainsaw bar, the cut piece falls into trailer.



"Trigger rod" revs up chainsaw. It consists of a short rod that runs through chainsaw handle and under the trigger, and a longer "spring-loaded" rod that runs alongside chainsaw bar.

Chainsaw Holder Cuts Small Tree Limbs Fast

"It's always a problem to keep my chainsaw out of the dirt while cutting small tree limbs. And I got tired of having to bend over all the time. So when I saw this idea for a chainsaw holder on the internet, I decided to build my own," says Ward Clark, Ludlow, Maine.

Clark uses the chainsaw holder with a Husqvarna chainsaw equipped with a 16-in. bar. The holder is made entirely of wood and is fitted with brackets that slip over the side rail on a small yard trailer that Clark pulls behind his garden tractor. To cut wood, he

pushes the tree limbs down on top of the bar and the cut piece falls into the trailer.

"It works great on tree limbs up to 3 in. in dia.," says Clark. "A big benefit is that I can take the holder out to the woods with me and cut the wood there instead of having to haul it back home and cut it."

Key to success of the setup is a "trigger rod" that revs up the chainsaw when it's cutting. It consists of 2 pieces. A short rod runs through the handle, under the trigger. It connects to a pivot point with a longer

"spring-loaded" rod that runs alongside the chainsaw bar.

At rest, the rod is about 3 in. above the bar, moving up and down through a slot in a vertical wood bracket that bolts to the bar.

As the operator pushes the tree limb down onto the bar it pushes the front end of the rod down, which raises the back end and forces the cross rod up against the throttle trigger to rev up the saw's engine.

"It works fast. I can cut a whole trailer load of firewood in only about five minutes,"

says Clark. "Because the front end of the rod is 3 in. higher than the bar, by the time the wood hits the bar the engine is already going at full speed. Once the wood has been cut and drops into the trailer the front of the rod springs back up and the cross rod drops off the throttle to slow the engine down to idle and I'm ready for the next cut."

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"Made It Myself" Movable Hoop House

"I love my moveable 25 by 48-ft. hoop houses. Salt and nutrient buildup in the soil is not an issue like it is in my stationary structure that's watered by drip irrigation. I also don't see disease buildup, and pests don't overwinter," says Wendy Carpenter, Modoc, Ind.

"I built my first one, including the track it moves on, for less than \$5,000. I started with a standard stationary hoop house and added extra bracing. I attached diagonal pipes from the purlins to the uprights at 3 different locations. Eventually I raised them up on the sides so I wouldn't run into them.

"My son welded the track using black steel pipe. It's long enough for 3 moves of the 48-ft. hoop house. He welded T's to the track every 10 ft.

"I initially tried putting lawn mower wheels on the sides, but they couldn't handle the weight. My son then welded brackets to each upright to allow us to slide the hoop along the track. The brackets also keep the sides from bowing in or out.

"To move it, I put cheap vegetable oil on the track and use a pickup truck and lawn tractor chained to the ends to pull it back and forth.

"A big concern was how a moveable hoop house would hold up to high winds. I decided to anchor the hoop house to the track with turnbuckles. I bent the hoop ends open into hooks and attached them to holes in the uprights of the hoop. Then I ran chain from the lower hooks on the turnbuckles around the track and back to the turnbuckles. There are chains on every other hoop for a total of 7 on each side. I also installed large earth anchors at the 4 corners of the track. When the hoop house is at one end or the other, corner turnbuckle chains are attached to the earth anchors.

"So far, it has stood up to the wind, including 5 hrs. of winds above 50 miles per hour.

"One challenge is sealing the bottom edge of the hoops. This limits the crops that can be grown in the winter. My most reliable crops are arugula and spinach. Lettuce does all right into December."



Moveable 48-ft. hoop house rides on track that's long enough to make 3 moves.



Brackets welded onto each upright allow hoop to slide along track (above). Hoop house is anchored to track with turnbuckles.



Heavy duty bale wagon is built sturdy enough to support 27 big round or square bales without twisting or bending.

Bale Wagon Built Heavy With Salvaged Bridge Parts

When Minnesota farmer John Gardner asked Rick Kormmann to build him a heavy-duty bale wagon, he had no idea it would be strong enough to haul as much as a loaded semi trailer. Says Gardner, "I knew he was going to use metal bridge parts, but the girders he used on the finished wagon are sturdy enough to support 27 big round or square bales without twisting, bending or making a sound. It might be a little overbuilt, but we don't have any worries about going through draws or up and down hills."

Kormmann, who works for the highway department, used 5 1/2 by 15-in. thick I-beams for the wagon's stringers. Salvaged from an old bridge deck, the stringers are mounted 42 in. apart and held in place by pieces of I-beam welded to the front and back. "There just isn't any way those girders are going to buckle, bend or twist."

To hold the bales, Kormmann made cross sections using 2 pieces of 12-in. wide guard rails with 1/2-in. bolts through the I-beam flanges. Eight pieces were used on the wagon's 19-ft. length. Kormmann doubled

the rails to provide extra support so 3 bales can be placed across the 9-ft. width.

Even more support is provided by 4 1/2-in. by 6 1/2-in. I-beams mounted to the front and back of the frame. A 3 1/2-in. well casing is welded to the top of each support to hold it in place and provide a smooth surface if bales need to be tied down for road travel.

Gardner has the frame mounted on a 12-ton running gear with chains securing it to the solid bolsters. He says the guard rail cross beams work especially well for round bales because they cradle the bale between the slanted metal side walls. Big square bales also work well placed lengthwise or crosswise on the rails.

"The trailer might be overbuilt, but I'm not complaining because I think it will always haul what we want and we don't have to worry about it wearing out," says Gardner.

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