(Continued from previous page)

rims of the 12 by 28-in. tires off an old Ford tractor we equipped the buggy with. The bigger tires provide excellent flotation - you can get anywhere with this vehicle - but we have to run it in low range because otherwise it's geared too high for the bigger tires.

We relocated the fuel tank from the back to the front to make room for crates for our hunting dogs, or a 1 bu. spin spreader for seeding clover. We put a step in the back and made fenders out of flat steel and canvas belting.

We fashioned a new cab which features a fold-down windshield and doors that open from front to back. We outfitted the rig with scads of radio equipment, which helped boost our out-of-pocket expenses to $6,000 to $7,000. We've had it all over the country, sometimes traveling up to 100 miles a day coyote hunting. We've never run into a situation where we've gotten stuck, even in mud up to the axles. ***(Bob Lamb, 516 South Main, Greenfield, Ill. 62044; ph 217 368-2131).***

We grow about 40 acres of bell peppers and every year we have to buy 300 to 400 plastic crop hampers to replace ones broken from the previous year. We also have to leave 10-ft. driveways through the crop for loading into trucks. I figured that 13 percent of our pepper acreage was wasted on the

non-planted driveways. So we decided to build a new-style crop picking system.

We also grow tomatoes so when we bought a new tomato harvester, we decided to convert our old 1973 Blackwelder tomato harvester to a new-style pepper picker. We removed all chains, belts, conveyors, shakers and sheet metal leaving just the frame, undercarriage, driver's platform, motor and three hydraulic motors intact. To increase ground clearance under the engine frame at the back of the machine, we used 5-in. channel iron between the rear axle and frame to give us 18 in. of ground clearance.

Then we built supports to hold a 430-bu. bottom-unload grain box. We found an old 12-in. by 18 1/2-in. belt conveyor in a neighbor's junk pile. We cut our old rubber sorting belts to 12 in. wide and had a local sheet metal shop bend 6-in. wide aluminum sheeting into 90° 2 by 4-in. paddles for our elevator.

We extended the original frame that lifted the front chain to each side of the elevator. We made angle iron slides at the sill of the wagon for the upper end of the elevator to slide up and down on.

We also used the original tomato loading elevator that we ran up from the opening at the bottom of the hopper box. Cylinders raise it up for unloading into a truck, and a cylinder swivels it out for unloading and then back alongside the box for transport.

We harvest 12 30-in. rows with one driver and 6 people picking behind the conveyors, putting ripe fruit on the belt. There's no more carrying hampers full of fruit to the driveway. All belts are variable speed and the drive is hydrostatic so it can move very slowly if necessary. The driver can monitor the quality of fruit as it goes by him on the belt.

The machine could be used to pick a variety of crops, and the wagon at center could be replaced with racks for vegetable bins. Total expense to build the rig was around $4,000.

We could build another machine if anyone's interested. ***(Gerald Demers, Rt. 7, Dresden, Ontario N0P 1M0 Canada; ph 519 683-2413).***

Several years ago, we had to put new water lines under the cement in cattle yards we were downsizing before we could start work on hog finishing yards we were expanding. I really dreaded having to break it all up by hand and this is the labor-saving tractor-

mounted "cement buster" I came up with. We used it to break up 14 cu. yds. of concrete without any trouble.

Our cement buster mounts on the frame of a Shaver post driver we use on front of our International 560 tractor. It will easily break concrete up to 4-in. thick with four to six blows. But you should never use more than an 8 or 10-in. stroke to prevent bending or breaking off the tip.

The heart of the attachment is its 10-in. point, which we fashioned out of an old International 283 plow beam. It's sharpened on one end. The opposite end is welded to a plate made from two sections of tractor drawbar welded together. Three gussets equally spaced around the plate help reinforce the point as well as punch a bigger hole in concrete. All components were welded together as solidly as possible.

The attachment bolts securely onto the post driver with two 6-in. long pieces of angle iron welded to the sides of the plate.

We used it three or four days steady on the cattle yards, and the only problem we had was occasionally having to pry the point out of concrete with a pry bar. Also, breaking concrete 10 or more inches thick takes quite a bit longer. ***(Peter Westphal, 5532 115th St. Wyoming, Iowa 52362; ph 319 488-3962)***

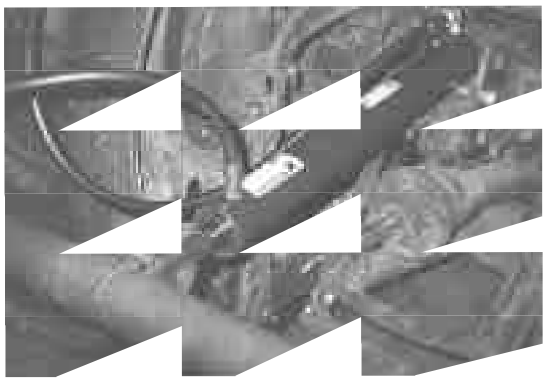
I sell firewood for extra income and my home-built multi-splitter helps get the job down much faster and easier.

When I first started cutting firewood, I bought a brand new single way splitter but

after 3 months of use I knew there had to be a better way. There are firewood processors on the market that'll cut and split wood but I didn't have the $30,000 to $40,000 that they cost. I did find one company that makes a multi-split splitter but it only had a 6-way wedge and the price was almost $7,000.

So I went to work and designed and built my own multi-split machine. It has an 8-way wedge that's interchangeable with a 6-way wedge. Four bolts hold each wedge in place. Made out of heavy plate steel, they simply slip into the ends of the two channel iron rails that make up the splitting table. The table is hydraulically adjustable for different size logs, which sit on a table between the two side rails.

The splitter is powered by a 12 hp. Kohler engine and has a 28 gpm pump that drives a 5-in. hydraulic ram which applies 28.5 tons of force. It pushes on a large metal block that applies pressure to the entire back of the log to split evenly against the multi-wedge.



I wanted a hydraulic top link for my Belarus 400 tractor's 3-pt. hitch to make using my two-pronged hay fork easier and more convenient. However, I couldn't justify the $400 or $500 price tag of a well-known commercial unit. So I made my own using a standard 40-in. cylinder with 30-in. stroke and 2 1/2-in. bore. I ordered the cylinder from Surplus Hydraulics Center (P.O. Box 88209, Lincoln, Neb. 68501; ph 800 488-3407) for $120. The only problem I had was that the cylinder was too big to fit directly into the tractor hitch's top link. So I made an adapter plate out of 1/2 by 3-in. steel bar to widen and extend the top link. I drilled holes in the adapter to fit the cylinder and top link. I've moved two or three big round bales with the attachment since I built it a few months ago. It really works slick because you can change

angle of the forks from the tractor, just like a forklift. It also works well to make adjustments when pulling my two-bottom plow and 6-ft. blade. ***(Jack W. Griffith, 1001 W. Mitchell, Suite 202, Arlington, Texas 76013-2509; ph 817 261-6331).***

It works so well I'm considering manufacturing this splitter. ***(Daniel Diener, 10620 Nevada St., Melrose Park, Ill. 60164; ph 708 455-3923).***

My one-man barbed wire unroller is so simple to use I'm surprised no one's made one like it before. I call it the "Farmer's Handy Man", and all you do is nail the end of the barbed wire to a post, take off.

I built the first cart a little over a year ago for fencing work around my 120-acre Limousin ranch. By this time, I'm manufac-

turing them and several farm supply stores in the southeastern U.S. are handling them.

"Farmers Handy Man" has a steel-frame and weighs about 25 lbs. It rides on two 16-in. bicycle-type wheels and has a handle like that on a kid's wagon. It's only 22-in. wide from wheel to wheel so it can easily go through tight places in woods and creeks where a tractor with a 3-pt. mounted wire unroller couldn't.

You can load it with any size or make of wire - it'll handle up to 80-lb. rolls - in about 30 seconds. You simply tip the cart backward so its U-shaped wire carrying arms fit over the spool and slide its pipe spindle through the spool. You never need to touch the wire.

My pull-cart can be used for more than stringing barbed wire, thanks to an optional add-on 14 by 22-in. plywood deck that'll hold two 5-gal. plastic pails, two 50-lb. sacks of grain, etc.

"Farmers Handy Man" sells for about $80; bed for $25. ***(George A. Cook, Rt. 3, Box 412, Scottsville, Va. 24590; ph 804 983-2366).***

I made a powered wire roller out of a 3-pt. mounted peanut inverter plow designed to dig peanuts out of the ground.

I removed the inverter mechanism, chain and rods that lift the peanuts out of the ground. All other components remain on the machine, including the digger blades, which hold the machine up when it's not in use.

I welded a piece of 6-in. channel iron on each side at the back of plow with a flat plate attached to bottom to serve as rear stands.

To roll up the wire, I added three sets of fingers welded to the chain rollers located at the back upper part of the plow. The fin-

gers serve as dividers which allow us to put different types of wire on at the same time.

In operation, you hook the pto shaft up to the tractor and make sure all wire is disconnected from the posts. Attach one end of a wire to the roller and attach a weight to the other end to apply enough tension to create steady pull. We run the tractor at a slow idle. To unroll, just disconnect the pto and attach the free end of the wire to a post and drive off at a slow speed.

You must be very careful when rolling up wire to avoid loose ends and to stay clear of the pto and drive belts.***(Charles D. Parkerson, Sr., Rt. 2 Box 654, Eastman, Ga. 31023; ph 912 374-3673).***

We converted our castering "pusher cart", designed to carry spray tanks out in front of a tractor, into a tow-behind spray caddy.

The triangular-shaped trailer has 3 sets of dual wheels. The front wheels are fixed while the 2 sets of rear wheels swivel freely.

The trailer works well for pulling behind our field cultivator because it turns so easily.Iit permits us to make square turns. ***(Leslie Johnston, Mason, Ill.; ph 618 238-***