Bale carrying frame on rear of car lowers down to ground to pick up bale. A pair of cylinders pivot wheel hub assemblies up and down by pushing on a segment of leaf spring that also acts as a shock absorber.

Old Car Hay Hauler

(Continued from cover page)

cradle. Two 3 by 8-in. hydraulic cylinders, mounted on each side of the bale cradle, connect to a "rocker shaft" that pivots the cradle hubs, raising and lowering the bale cradle (and the entire rear end of the car) as needed to load and unload bales. The cylinders are powered by an electric hydraulic pump mounted behind the car seat.

To load a bale, Schlenker simply flips a toggle switch to retract the cylinders and lower the bale cradle to the ground, then backs up under the bale. Once he's under the bale, he raises it up and drives away.

"I built it because my wife doesn't drive tractor and I wanted her to haul bales while I did the baling," says Schlenker. "It handles comfortably and has air conditioning and a radio. The hatchback window provides a good view of the bale. She drives 25 mph fully loaded. The only limitation is that it'll get stuck in wet fields. It has small 14-in. tires in front and is powered by a 6-cylinder, 229 cu. in. engine.

"I used a front wheel drive car because there's no drive axle in back to get in the way of the bale. I used a 4-door model (instead of the 2-door Citation) because it has a unibody design and heavy sheet metal along the rocker panels and roof posts. The post behind the front door has a lot of strength and was a good place to attach the bale lifting frame. I reinforced the rocker panels with 1/4-in. steel plate. I also welded a piece of 4-in. sq. steel tubing across the front of the car to beef up the frame."

Each cylinder pivots on a 12-in. long, 1-in. dia. steel pin mounted inside the 4-in. sq. tubing. The other end of each cylinder is connected to a segment of leaf spring salvaged from a Chevrolet Nova. The spring allows the frame to flex up and down over bumps. The bottom part of the spring pivots on a 1-in. dia. shaft that's welded to the frame. A length of 1 1/2 by 3-in. rectangular steel tubing extends from the spring back to a spindle borrowed from the pickup.

The pickup's disc brakes are mounted on the rear wheels and are connected to the car's brake cylinder by hydraulic hose. Schlenker mounted the pickup's 16-gal. gas tank under the rear window, using a 1-in. wide steel strap to weld the tank to the car body. "It was the only place I could find for the tank. There isn't room under the car when it's lowered to the ground. I plan to weld a steel plate behind the tank to protect it," notes Schlenker.

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Vol. 16, No. 4, 1992

Publisher and
Editorial Director - Harold M. Johnson
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FARM SHOW is published bimonthly for $13.95 per year ($16.95 in Canada and foreign countries) by Farm Show Publishing Inc., P.O. Box 1029, 20088 Kenwood Trail, Lakeville, Minn. 55044. Second class postage paid at Lakeville, Minn., and Madelia, Minn. POSTMASTER: Send address changes to FARM SHOW, Box 1029, Lakeville, Minn. 55044 (ph 612-469-5572; fax 612 469-5575). Single copy price is $3.00 ($3.50 Canada). Publication No. 470870

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July-August, 1992

Chute attaches to front right corner of pickup. A hydraulically-activated headgate catches cattle on the run. Passenger side door can still be opened normally even with chute in place. For transport, chute folds up flat against side of pickup.

LETS ONE MAN WORK RANGE ANIMALS BY HIMSELF

Cattle-Catching Squeeze Chute Mounts On Pickup

"I built it for my own use. I needed a convenient way to work cattle on the range by myself since help is hard to find and expensive," says Warren Halyung, a Canadian rancher who drew big crowds at the Farm Progress Show in Regina, Saskatchewan, recently when he exhibited his new cattle-catching squeeze chute for the first time.

His mobile chute mounts on the front right side of a pickup and lets you chase cattle in the field and catch them in a hydraulically-operated headlock. Then you can pull over to do whatever work is necessary before moving on to the next animal.

"Takes just seconds to catch even the wildest animal and once you've got it, works as well as any commercial squeeze chute," says Halyung.

The cattle catcher bolts to the bumper and the pickup box. Once mounted (takes 20 min. to mount and dismount) it can be left in place since it folds up against the cab for transport (sticks out just 4 in. from the side mirror of pickup) and folds out quickly to working position. Whether in working position or folded up, the chute doesn't interfere with the passenger side door. You can get in and out of it normally.

The chute is open at the front. To catch an animal, you drive up behind them. Once the chute surrounds the animal, you activate the hydraulic headgate lock - powered by a single small hydraulic cylinder.

"It takes me as little as 12 sec. to catch a cow on the run. Lets one person work cattle, saving on the need for expensive hired help. It's great during calving," says Halyung, who just built the unit last spring and is looking for a manufacturer.

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Tree Mover For Front-End Loaders

"There's nothing like it on the market. People can't believe how well it works," says John Ilchuck, Vermillion, Alberta, about the hydraulic tree scoop he invented for tractor front-end loaders.

The advantage of a front-mounted tree mover is good visibility and the elimination of the need to run in reverse, as with 3-pt. mounted units.

Ilchuk built the unit for use on his own farm. It worked out so well he's decided to develop it commercially and is already in negotiation with two manufacturers.

Consists of two curved "jaws" activated by a single 4-in. dia. hydraulic cylinder. You simply position the jaws on either side of a tree and then scoop in below it. The jaws dig down to about 20 in., which is deep enough for 8 to 10-ft. evergreens and 10 ft. or taller deciduous trees, depending on variety. "We've moved poplar trees up to 16 ft. tall," says Ilchuk.

Each jaw on the tree scoop is fitted with an unloading "pusher" arm that helps unload a tree for planting. The pusher arms, which are fitted with hydraulic cylinders, help keep the root ball together when replanting so that the tree stands a better chance in its new location.

The tree mover requires a front-end loader with down pressure because when digging the jaws into the ground, pressure is put onto the jaws by the tractor. It simply mounts in place of a front bucket with no modification to loader arms.

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