



Low-Cost Bale Buggy

"We move round bales easily with a low-cost bale buggy we built from an old car rear end and scrap metal," says Eugene Menke, Berger, Mo.

Menke built a pivoting frame, with a set of forks at the back, and mounted it on the car rear end. He backs the forks up to the bale and then pulls the bale onto the buggy with a pair of hand-cranked winches. One winch holds the bale against the lifting

frame and the other lifts the bale off the ground by pulling the lift frame down into a locked position. He feeds the cable from the front winch through a set of pulleys to boost lifting capacity.

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Articulating Mini-Loader

"We do just about everything with it," says Merle Myers, Camas, Wash., about the articulating (bends in the middle) mini-loader he built for everyday chores.

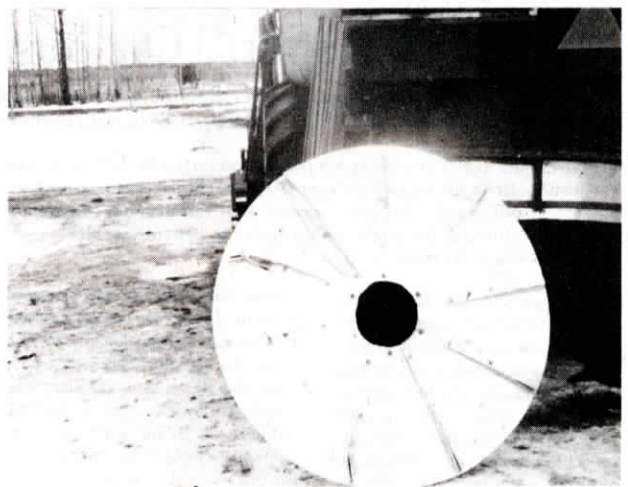
Myers built the 4-WD loader close to the ground to make it easy to get on and off. Steering is accomplished with a lever-controlled 4-way hydraulic valve and a single cylinder at a hinge point between the front and back halves of the loader. Front and back drive axles were salvaged from junked Ford Mustang rear ends. The engine is a B-210 Datsun. Power from the engine is channeled to the rear ends through two transfer cases, which Myers built from scratch, and two transmissions - a 4-speed Datsun and a 3-speed GM. The combination of the transmissions and transfer cases (24 different gears in all) gives

Myers plenty of high-torque "creep" speeds as well as speeds up to 10 mph for longer distances. The driveshaft to the front drive axle is fitted with a U-joint so it'll bend at the articulation point.

The self-leveling loader boom can hoist up to an 800-lb. load at its full extended length of 15 ft., lifting with a 4-in. dia., 4-ft. cylinder. A hydraulic pump powers directly off the engine crankshaft. The sturdy cab was built from steel pipe. He built the chassis from heavy-duty channel iron.

"We use it nearly every day. Turns sharp so it's easy to get in and out of tight spots," says Myers.

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Big 6-Ft. Dia. Straw Spreader

Martin Wedman, Valleyview, Alberta, removed the two small dia. straw spreading wheels on his International 1440 Axial Flow combine and replaced them with a large, 6-ft. dia. wheel in order to make a bigger straw windrow behind the combine for baling.

He removed both smaller spreaders, using the cone from one of them at the center of the new larger dia. spreader. He cut the big spreader wheel out of plywood and then covered it with sheet metal. Metal paddles spaced evenly around the surface of the spreader pick up the straw.

The spreader is shrouded by sheet metal so that it drops the straw off to

one side. Straw is thrown against a sheet of swather canvas so it all drops down into one large windrow. The canvas can be moved in or out depending on the width of the cut of the combine. It should be positioned so that the windrow falls on top of the windrow from the last trip across the field.

"The big spreader lets us combine two smaller windrows. Cuts our straw baling time in half," says Wedman, who farms in Western Canada where the crops tend to be light on straw.

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Portable Wet Corn Holding Bin

This strange looking trailer serves as a low-cost, 1,500 bu. wet corn holding bin for Nebraska farmer Vince Kramper, of Dakota City. He bought two used gravel truck boxes for \$50 each and mounted them at a 20° angle on a used 4-ton International truck frame with dual wheels front and rear. It cost \$100, bringing Kramper's total out of pocket cost for the home-built portable holding bin to only \$200.

"It works great and cost a lot less than a factory built unit," says Kramper. "Only change I'd make in doing it over would be to slope the boxes at a slightly steeper angle. Wet corn up to 22% moisture slides down okay but anything wetter needs an occasional boost."

To control gravity-flow grain out-

put, Kramper installed a sliding gate at the junction in the floor where the two boxes come together. It sits high enough off the ground to allow the "take away" auger to slip underneath.

Other key features include 2 in. planking on the top of the truck boxes to boost capacity, three screened 4 by 6 in. ports cut into the box sides which make it easy to check grain level, and a ladder mounted on the rear for easy access into the holding bin.

Once positioned alongside the dryer, Kramper places wood timbers underneath the trailer to take grain weight off the wheels and tires.

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