Truck-Mounted Round Bale Loader

A rebuilt 1963 International 1600 2-ton truck fitted with a Great Bend "high-lift" loader and a Deere 4010 tractor cab makes a great round bale loader for Gary Vorce, Akron, Colo.

Vorce reversed the direction of the rear drive axle so he can drive the truck "backwards".

"It works six times faster than the International H tractor and front-end loader that I had been using and it doesn't use much more fuel per hour. Also the cab is worth its weight in gold," says Vorce, who runs a cow-calf operation and does some custom bale loading for neighbors. He tows the truck behind his 3/4-ton pickup to farms several miles away.

Vorce stripped the truck down to the frame and 6 ft. off the rear end. He welded a 10-ft. long, 4-in. wide steel H-beam (salvaged from an old chisel plow) on each side of the truck frame, then welded three more H-beams across them to keep the frame from twisting while operating the loader. He removed the original 345 cu. in. engine and replaced it with a 383 cu. in. gas engine removed from a Dodge car and installed the car's push button automatic transmission. He used sheet metal to build a hood over the engine. He installed the cab in the middle of the frame and bolted the Great Bend 900 Hi-Master loader onto the rear end.

"It weighs 7,500 lbs. so it has lots of traction and the engine is big enough that it gets the job done without having to work too hard. I replaced the original engine because I couldn't find an automatic transmission to match it. The original 5-speed manual transmission was hard to shift and would've burned up the clutch doing loader work. The push button automatic transmission shifts smooth and lets me take off nice and easy so I won't get stuck.

"The Great Bend loader fit the truck frame perfectly and lifts bales 16 ft. high so I can easily load bales into tub grinders and round bale feeders. I can replace the bale fork with a small hay fork fitted with a plywood scaffold for working on buildings."

To reverse direction of the rear axle, he constructed an add-on gearbox out of old tractor pto parts and mounted it between the transmission and axle. "The gearbox can be placed in neutral so when I tow the truck I can lock the transmission in park to keep it from turning," notes Vorce.

He removed the steering gearbox from the front of the truck and mounted it at the rear.

A 5-ft. wide, 2-ft. high Farmhand blade is permanently mounted on the loader arms. The bale fork bolts to the blade and is made up of three spears, one 4 1/2 ft. long and the other two are 2 ft. long. A dash removed from a 1966 Dodge pickup shows speedometer and engine gauges.

Vorce spent about 2 months building the truck. It cost approximately $6,000.

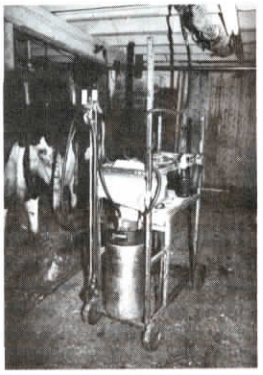
Contact: FARM SHOW Followup, Gary Vorce, 32350 Co. Rd., Akron, Colo. 80720 (ph 303 345-6703).

"Pop Cannister" Cow Udder Washer

"It works great and cost less than $25," says David Heinze, Belgrade, Minn., who uses an old 5-gal. pressurized pop cannister hooked to an air line to wash the udders on his 40 milk cows.

Heinze mounts the cannister on a 3-ft. long, 12-in. wide cart that he built from 1-in. sq. steel tubing and four lawn mower wheels. The cannister is equipped with two hoses. One plugs into a 75-ft. long overhead air line that runs to an air compressor in the milk room. The other hose is equipped with a spray gun. Heinze fills the cannister half full with a mixture of water and disinfectant. He hangs six milking clusters from hooks on the cart, three on each side. As he works his way down the alley he washes each udder before milking.

"After I clean off the udders I dry them off with towels I carry in a tupperware container that's strapped to the cart. I cut a hole in the bottom of the container so that I can pull towels out one at a time. The compressor is regulated to keep air pressure at about 20 lbs."



The only modification Heinze made to the cannister was to put a 1/4-in. dia. stainless steel tube inside the tank. It runs from the incoming air hose to the bottom of the cannister so that incoming air mixes water and disinfectant.

Contact: FARM SHOW Followup, David Heinze, 41008 275th St., Belgrade, Minn. 56312 (ph 612 254-8438).

Modified Deere Baler Ties Bales Twice As Fast

A common complaint with older model Deere balers is that the single twine tie arm ties bales too slow. Vernon Reschly, Nowata, Okla., made a simple modification of his Deere 510 baler that cuts tying time in half.

"It lets me wrap bales with two twines at a time," says Reschly, who rigged up the baler's single twine tie arm so two twines are wrapped by the arm at once rather than just a single twine.

He simply welded a 12-in. long, 3/4-in. dia. pipe onto the tying arm. It's attached at an angle so the end of the pipe is even with the end of the original arm. Then he just runs a second string along with the original string up through the twine tension holder and the string guides. Both strings go up the tying arm to where the pipe is welded on. Then one string comes out of the tying arm and the other string goes through the pipe. Both strings are cut at the same time.

"Except for the welded-on pipe, nothing else is changed on the baler," says Reschly, noting that he used the hydraulic control valve to double the needle speed since he's wrapping the bale with two strings at once.

Contact: FARM SHOW Followup, Vernon Reschly, RR 1, Box 96, Nowata, Okla. 74048 (ph 918 273-3862).

Drive-Through Cattle Gate

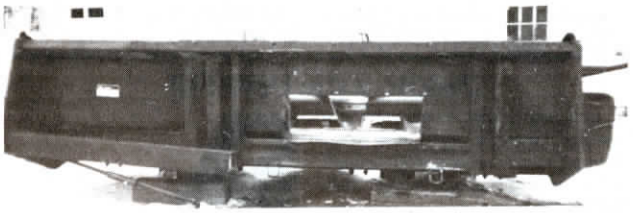
"Last summer I had trouble when some of my cattle learned to cross a cattle guard. At first it was just 2 or 3 head, but then the whole herd followed," says Gerald Lintner, Jackson, Mo., who came up with an "electric" drive through gate that solved the problem.

"I didn't want to put a conventional gate across the road because of the amount of traffic on the road. This gate consists of a PVC pipe frame with 12 lengths of 300 ohm TV wire hanging down from the crossbar. I scraped off several 1-in. sections of insulation from the bottom 12 in. of each wire. The wires are hooked up to an electric fencer and positioned so that the bottom ends are about 18 in. off the ground. If a cow tries to walk through, he gets shocked but a car or truck can drive through with no problem. The plastic insulation allows the wires to slide over vehicles without scratching the finish.

"The frame is made of 2 1/4-in. dia. PVC pipe. The gate is 10 ft. high and 10 ft. wide and is fitted with 10-ft. wide feet so it's self-standing. An electric wire runs up one leg and across the top. The drop wires are spaced 10 in. apart.

"Since I put up the gate I haven't had a cow get out. Total cost to build it was less than $50. It could easily be made larger or smaller. I could furnish complete plans for the gate, if anyone is interested."

Contact: FARM SHOW Followup, Gerald Lintner, 317 N. Missouri St., Jackson, Mo. 63755 (ph 314 243-7693).



Combine Header Modified For Ridge Till

Richmond, Minn., farmer Dan Backes modified a 4-row International 844 combine corn head for ridge till use by moving the feederhouse throat opening over to the right, allowing the combine drive wheels to run between his 36-in. rows rather than running over the top of them.

"Keeping wheels off the ridges gives me better steering control, especially when frozen ridges have thawed slightly. Also, by not running over the row I can do a more thorough job of chopping stalks. I bought a 4-row International 844 corn head because it seemed easiest to modify. It's mounted on my International 715 combine. I moved the center of the throat opening 14 in. to the right, using 2 by 5-in. rectangular tubing to build a frame where the feederhouse attaches to the header throat opening. I also shifted the feeder auger to the right, cutting off a piece of the auger on the short side and remounting it on the long side. It wasn't an easy job. I added tractor weights on the right side to counterbalance the load. It works great."

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