



Stool prevents strain to chest, stomach and ribs. When used on side of vehicle, bottom legs straddle tire.

Easier Way To Work Under The Hood

Jerry Bowlin has been working on engines most of his life, and he believes he has come up with one of the easiest ways ever to work under the hood of any vehicle.

The Belle Plaine, Kan., man has a patent pending in Canada and the U.S. on his "Work-n-Rest" mechanics stool.

"It gives you greater maneuverability while working under the hood of cars, SUVs, trucks, and forklifts, etc.," Bowlin explains. "It also works well for many welding or factory jobs."

The height of the chest pad is adjustable from 38 to 60 in. high. The bottom step also adjusts in height 5 in. in either direction.

When used from the side of a vehicle, the bottom legs straddle the tire.

"I made six units myself and sold them all," says Bowlin. "There are a couple of other similar products on the market, but I haven't seen one that's built as well as mine and that can do everything mine can do."

Bowlin says his product prevents strain to the chest, stomach and ribs – a common problem for mechanics and automotive hobbyists who spend a lot of time leaning over the sides of vehicles.

"I built my first one 10 years ago and found that the other mechanics in my shop would want in line to get to use it. It took me a long



Height of chest pad adjusts from 38 to 60 in. Bottom step adjusts 5 in. in either direction.

time to figure out I should put it on the market."

The Work-n-Rest sells for \$389 plus shipping. Bowlin is also interested in selling the marketing rights to his product.

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3-Pt. Dolly Moves 5th Wheel Trailers

Moving 5th wheel trailers such as big RV's and semi trailers can be a real pain, especially if you're trying to get them into a tight spot. When a customer asked Keith Litchfield, a salesman at a Deere dealership, for help, he found a solution for his customer and a new business for himself.

"My customer was having trouble moving the big RV's at his dealership using a forklift," recalls Litchfield. "Inventory had to be moved around in order to clear snow from the lot, and it ate up staff time. Each trailer had to be manually connected, moved and disconnected."

Working with Jim Flint, a friend and professional welder, Litchfield designed a hydraulic trailer-moving dolly that works with a compact 4-WD tractor (30 hp and greater).

The dolly consists of a heavy-duty 2-wheel axle assembly that connects to the 3-pt. hitch on the tractor. A semi-type hitch with a hydraulic telescoping lift mounts on top. A Cat. I 3-pt. hitch for moving smaller trailers mounts at the rear of the dolly.

The dolly is rated at 4,000 lbs. and has 16-in. wheels. A single hydraulic cylinder raises and lowers the hitch, though Litchfield plans on using two cylinders in the future for increased stability.

"They can hook up and pull a trailer out of its spot after a snowfall, and then use a front



Hydraulic-powered dolly consists of a heavy-duty 2-wheel axle assembly that connects to 3-pt hitch on tractor. Works with 4-wheel drive tractor.

mounted blade on the tractor to clear away the snow," explains Litchfield.

Litchfield has sold half a dozen 5th wheel dollies at \$4,900 each simply by word of mouth.

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"Run Bike" Lets You Run Without Pain

Do your knees hurt every time you break into a trot? If so, Walter Dandy's RunBike may be for you. It's a modified bike frame that carries about one third of your weight while you get a cardiovascular workout.

A 210-lb. runner can head down the road putting just 130 lbs. on his shoes. Users say it's like running on a trampoline.

Dandy created the RunBike for himself in 2001 because running had just become too painful.

To get into the RunBike, you drop the frame sideways and step in, connecting up the rubber harness. "It takes much longer to put on your running shoes than it does to get in the bike," Dandy says, noting that you don't need to wear any safety equipment.

While the bike steers itself about 95 percent of the time, you steer it like a bike for sharp turns. Dandy says he doesn't know of anyone falling in it because your feet are always on the ground.

He sells them for \$1,200 each.

Contact: FARM SHOW Followup, Walter Dandy (ph 970 949-4533; website: www.runbike.com).



Frame carries about one third of your weight. Users say it's like running on a trampoline.



Twin balers and rakes mount at either end of double toolbar, gathering four windrows into two.

Texas Toolbar Rakes And Bales 48 Ft.

Texans do everything bigger, and baling is no exception; not when Charlie Bailey hits the field. With his 4020 Deere and his twin baler toolbar, Bailey rakes and bales a 48-ft. swath with every pass.

"When you only get 20-50 bales per acre, you have to do a lot of driving if you're using a single baler on one windrow," points out Bailey.

To get away from all that driving, he built a 20-ft. wide double toolbar from 4 by 4-in. steel tubing. Two lengths of 4 by 4's welded to the toolbar extend forward to the axle of the 4020 where four 7/8-in. bolts hold them in place.

Two straps welded to the bottom of the toolbar serve as drawbar hitches for the twin Hesston 4590 balers. H&S wing rakes are mounted at either end of the toolbar to gather four windrows into two.

"You have to have the windrows in exactly the right location when you are pulling dual balers," explains Bailey. "Each rake has seven wheels, and they cover a span of about 40 ft. from one front wheel to another."

A pipe from the inside end of the wing rake rides inside a larger pipe attached to the toolbar end. The play provided by the different size pipes allows the rake to flex as it travels over the terraces and other irregular surfaces in the field. About half way up the wing rake, there is a pipe brace that connects to a weight box on the front end of the tractor. When the twin baler system is in transit, the wing rakes are folded in alongside the tractor and shorter pipe braces are used.

To power the balers, Bailey ran a 1,000-rpm pto shaft from the 4020 back to the double toolbar. Two pillow block bearings with a short shaft in between mount on each of the toolbars. A pulley transfers power to



Charlie Bailey rakes and bales a 48-ft. swath with every pass.

pulleys twice as big at either end of the toolbar. The double toolbar forms a protective channel for the belts. Bailey installed a framework above the toolbars at the same level as the tractor platform. It further encloses the belts, but also provides a walkway from the tractor to the toolbar and from one end of the toolbar to the other.

The size differential between the pulleys reduces the 1,000-rpm shaft to the 540 needed for the balers. Splines on shafts coming off the larger pulleys allow the pto shaft from the balers to be connected.

"One problem is getting shafts that are hard enough to last," says Bailey. "I can't get shafts made that are as hard as those on commercial balers. These last about a season, and then I have to cut them out and replace them."

Bailey's twin baler toolbar has always outlasted one set of balers. He has used it for about 10 years. At 40,000 to 50,000 bales each year, Bailey is confident the \$2,000 or less he put into the toolbar has more than paid for itself.

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