

Forklift Goes Places Others Won't

By C.F. Marley

"We wanted something that would get us into places we couldn't go with a conventional forklift," says Bob Lamb about the narrow, articulated forklift he built out of an old pickup.

The Greenfield, Ill., farmer cut the pickup's axles down to 40-in. so width of the forklift, from tire to tire, is a couple inches less than the 4-ft. pallets Lamb carries on the forks. He used hydraulic motors to drive the front and rear axles.

The forklift articulates on a center king pin and is steered with 2 1/2 by 16-in. hy-

draulic cylinders mounted on each side.

Lamb mounted a mast and forks off an old 2,000-lb. forklift on the front of the machine.

"We built it 15 years ago for about \$4,000 and use it every day to move pallets and other things," Lamb says. "Thanks to articulation and its 4-ft. wheelbase, it'll get into tighter corners and narrower alleys than any forklift I've ever seen."

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Exhaust-Powered "Dump Bag" For Pickups

"It was an inexpensive way to turn a pickup into a dump truck," says Denis Desjardins, Alcové, Quebec, who converted a 1975 Chevrolet 1/2-ton 4-WD pickup into a dump truck by fitting it with an exhaust-powered Australian-made dump bag that he read about in FARM SHOW (Vol. 14, No. 6).

The heavy nylon canvas bags are fitted with one-way valves that let air in but don't allow it to escape. The bag mounts between two sheets of plywood, one on the frame of the truck and the other on the underside of the box. A fill hose attached to the bag is fitted with a rubber cup. To dump

a load, you just hold the cup over the truck exhaust pipe. The bag fills in less than half a minute to dump the load. To lower the box, you simply open a valve on the hose.

"I built it for a friend who uses it to do handyman work hauling wood, sod, etc. The air bag eliminates the need for expensive and complicated hydraulics. The bags inflate with as little as 8 psi yet will lift up to 1 1/2 tons. The company I bought the bag from no longer sells them so I don't know where to get another one."

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Triple Grain Box Trailer

By Alice & Robert Tupper

"It's a lot more efficient that using three gravity boxes pulled by three tractors," says Wally Bakke, Irene, S.Dak., about the tripple grain box trailer he built to pull behind a semi truck.

Bakke removed the original wood bases on three Killbros boxes and then attached all three boxes to two lengths of 2 by 6 channel iron that run just past the end of each box. The channel irons are cross braced. The entire unit rests on the bed of a flatbed trailer. Bed planks were removed under the box openers. A deflector plate was needed to direct the flow of grain from

the last box away from the trailer's rear axles.

A single Shur-Lok custom roll tarp was custom-built to cover all three boxes. Bakke used a trailer built low to the ground so the combine auger can reach into the boxes. The three units hold a total of 760 bushels. Total cost of the set up was \$2,200, since Bakke already had the tractor and trailer, and he bought used boxes.

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Bridge Hitch Pulls Tandem Disk Behind Plow

"It quickly became the talk of the town when I took it to the field," says Albert City, Iowa, farmer Gary Siepker about the special moldboard plow/tandem disk combo he's used for two years. The hitched-together tillage tools leave enough corn stubble on the surface to control erosion yet leave fields level enough to plant beans with a single tillage pass the following spring.

"By pulling the disk behind our plow, we're able to save two passes with the field cultivator in the spring," Siepker says. "Over 1,000 acres of bean ground, it saved 150 hours last year and worked perfectly."

Key to success is the gooseneck hitch Siepker built to pull his Krause 17 1/2-ft. tandem disk behind his 10-bottom (18-in.) International 800 moldboard. To leave enough residue on top, Siepker cut two-thirds off the height and width of each moldboard and removed every other blade from the disk, staggering them between front and back gangs, which increased spacing from 9 to 18 in.

The gooseneck attaches to the plow with a ball hitch above the third bottom. He had to make sure the hitch would clear the plow's automatic reset mechanism and that the disk trails directly behind the plow in the field. He reinforced the plow's hitch to handle the additional load.

He used a 5 by 7-in. steel beam off an old cultivator for the 21-ft. bridge hitch be-



tween the plow and the disk.

Siepker built a strongly-braced A-frame hitch on top of the disk to attach to the bridge hitch. A telescoping pipe that runs from the A-frame hitch to the back of the disk is fitted with a hydraulic cylinder that swings the disk into position behind the plow for transport and helps steer it on the road and along fencelines.

He pulls the tool combo with a 400 hp Panther Steiger 350 4-WD tractor at working speeds of 6 to 6 1/2 mph.

His out-of-pocket expenses were \$2,000.

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Heavy-Duty Cattle Guard

"It's built to handle the heaviest trucks," says Richard Keeney, Cuyler, N.Y., about his home-built cattle guard.

He built the 8 by 18-ft. guard using heavy-gauge 6-in. channel iron cross pieces standing on edge. Then he laid pieces of 3-in. angle iron on top crosswise on 10-in. centers.

"I set it on railroad ties to keep it off the ground and graded the road surface up to the edge of it. It's very heavy-built," says Keeney.

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