



To make his Haybuster 256 big bale shredder more handy, Denis Brenneis mounted it on the frame of a Massey 410 combine.

## Self-Propelled Hay Shredder Makes Bedding And Feeding A Breeze

By Janis Schole

Like many livestock producers, Denis Brenneis of Morinville, Alberta, thinks big bale shredders are one of the best time and labor savers on the farm. He made his Haybuster 256 shredder even more handy by mounting it on the frame of a Massey 410 combine.

He says the home-built machine is both comfortable and convenient to operate, with excellent visibility for maneuvering around cattle yards while distributing shredded hay for feed or spreading fluffy bedding.

"The combine worked out really well for this project," Brenneis says. "Being small, it is short and low, and required very little modification."

He removed the Haybuster's wheels and dissected the combine, removing everything but the cab and the drive train. Brenneis then attached the combine's rear wheels and steering axle to the back of the Haybuster frame. He unbolted the hitch from the Haybuster and manufactured a frame on the combine to bolt up to the Haybuster's existing hitch mount plates. Brenneis mounted the combine's fuel tank on the frame, just in front of one of the back wheels and painted it yellow to match the Haybuster.

"In order to drive the PTO of the Haybuster, I added a 90 degree angle drive from a pull-type combine and coupled it to the beater shaft of the Massey 410. This allows the engaging clutch from the thresher drive of the combine to be used to drive the bale shredder," Brenneis says.

The inventive farmer is also thinking of adding a couple more features to the self-propelled rig. He would like to affix a front-



He removed the Haybuster's wheels and stripped everything but the cab and drive train from the combine. Then he attached the combine's rear wheels and steering axle to back of Haybuster frame.

end loader to the front of the combine so he could carry out extra bales, or push snow. He's also considering adding a grain tank on the right hand side, in front of the fuel tank, so he could mix grain with the shredded hay while distributing it.

"The idea behind this machine was to minimize costs in winter so we don't have to start the tractor, saving hours and money. That's how it got started but now it's just fun!" Brenneis smiles.

He says the project took him about 170 hours and total material costs were about \$2,000 (\$1,200 for the combine, \$200 for the gear box from local wrecker, and \$600 for miscellaneous shop supplies).

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Unit distributes shredded hay for feed or spreads fluffy bedding.



"Freightshaker" add-on locomotive turns any farm tractor into a mini locomotive that can be used in freight yards to move rail cars around.

## Turn Your Tractor Into A Locomotive

You can turn any farm tractor into a mini locomotive for use in freight yards for moving rail cars around. And you can do it for a fraction of the cost of other freight yard movers, according to Kentucky inventor James L. Pyle.

He's had interest from grain elevators, scrap yards, industrial and chemical warehouses and many other businesses that ship by rail. He says farmers looking for a side business could contract out their service using his new "Freightshaker" farm system.

It takes only about 90 minutes to attach the Freightshaker to any 100 hp, wide-front, row-crop tractor that has a 1,000 rpm PTO and remote hydraulics. No alterations to the tractor are necessary. There are four mounting pads that bolt to tractor — two under the rear axle and two on the front side frames. The operator just attaches the pto and auxiliary throttle, and the unit is ready to work.

It takes only an hour to disconnect the tractor which can then be used for other purposes. "You can go straight out and plow if you want to," Pyle says.

"This invention came out of an effort to find a cheaper and safer way for grain elevators to handle grain cars," Pyle says. "Grain elevator business is cyclical — spring and fall harvest being very busy and the balance of the year being relatively slow. I noticed a common thread begin to emerge. Nearly every elevator location I saw had one or more farm tractors that were used to power blowers, slingers and portable conveyors for grounds maintenance. As a result, I decided

to devise a system that would allow these tractors to be used to pull cars."

"The drive system proved to be the biggest hurdle," says Pyle of his quest to design the unit. "I looked a four or five methods, including the reciprocating pistons used on steam locomotives. These methods were abandoned for one or more of three reasons: cost, complexity and maintenance. The drive system I ultimately designed is about as simple and rugged as it gets. It consists of one pressure-compensated pump, one four-position valve, one pressure-compensated motor, and a large oil reservoir. Traction is enhanced by a weight-transfer system that shifts weight from the car to the driving axle. This mechanism is protected by a preset maximum pressure and a compensator to allow for inequalities in the track."

"It will haul four to six loaded cars or eight to 12 empties," Pyle says.

The Freightshaker's traction is aided by sanders. Sanders have been used on many locomotives for over a century. In this system, sand pours through delivery tubes and lands between the rail and the driving wheels.

The Freightshaker Modular Locomotive sells for \$46,000 (buyer must supply the tractor). Order turn-around time is two months.

Contact: FARM SHOW Followup, James L. Pyle, Freightshaker, Inc., 1708 Perryville Road, Harrodsburg, Ky. 40330 (ph 606 734-0057; fax 606 734-0743; E-mail: jpyl@klh.net; Website: <http://members.aol.com/shakerfr8/freightshaker.html>)

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