

Pickup Boom Powered By Flywheel Winch

"My remote-controlled, battery-operated winch turns my 1/2-ton pickup into a handy winch truck that I can use to pick up everything from round bales to big steel barrels," says George Lamb, Gruver, Texas.

The winch attaches to the pickup's goose-neck hitch and consists of a steel frame that supports a pair of gin poles. A homemade electric winch, consisting of an automotive flywheel driven by a starter motor, mounts on the front part of the frame and connects by cable to the top of the poles. The winch is controlled by a friction brake. Both poles pivot at the bottom on the frame and extend forward when not in use.

The winch can quickly be removed from the pickup bed by hooking the cable to a solid object such as a fence or tree, then activating the starter motor and driving out from under the winch.

"It saves a lot of time and labor and can be operated right from the pickup cab. It can lift up to 1,000 lbs.," says Lamb. "I use it a lot to build fences and hang gates and for other jobs. I've also used it to load hundreds of round bales in the field and haul them home. It takes only about five seconds to load a bale. All it takes to unload the bale is a slight pull on the brake release and the bale drops to the ground.

"It takes only about 10 minutes to remove the unit from the pickup bed. The friction brake allows me to raise or lower the cable in small 1-in. increments. This is a great advantage over conventional 12-volt winches that operate at a much slower speed. The starter motor has a lot of torque so it can move the load in short, quick movements.

"I also use my winch to roll up Armin plastic irrigation hose. I mount a simple device on back of the pickup and use a remote control to control the speed and guide the hose as it rolls up onto a reel."

Lamb says he's looking for a manufacturer. Contact: FARM SHOW Followup, George



Winch attaches to pickup's gooseneck hitch and consists of a steel frame that supports a pair of gin poles.



When not in use, Lamb stores winch by hooking it to fence post so it's standing up, ready to slide into pickup bed.

Lamb, Box 340, Gruver, Texas 79040 (ph 806 733-2893).

Turn Your Skid Steer Into A Mobile Crane

You can turn your skid steer loader into a mobile crane that lifts objects up to 31 ft. high, says Kasco Mfg., which introduced the "Kasco Crane" at the recent Farm Progress Show near Conrall, Ill.

The unit quick-taches to any skid loader equipped with a Bobcat-style universal hitch. It's built in three sections which can be manually slid in or out and locked into place by inserting a steel pin. The bottom section is hinged to the main frame and is raised or lowered by a cylinder that operates off a hydraulic outlet on the skid loader. Lift capacity ranges from 1,500 lbs. when retracted to 500 lbs. at full extension. Steel legs can be lowered to the ground to provide additional stability when lifting heavier loads.

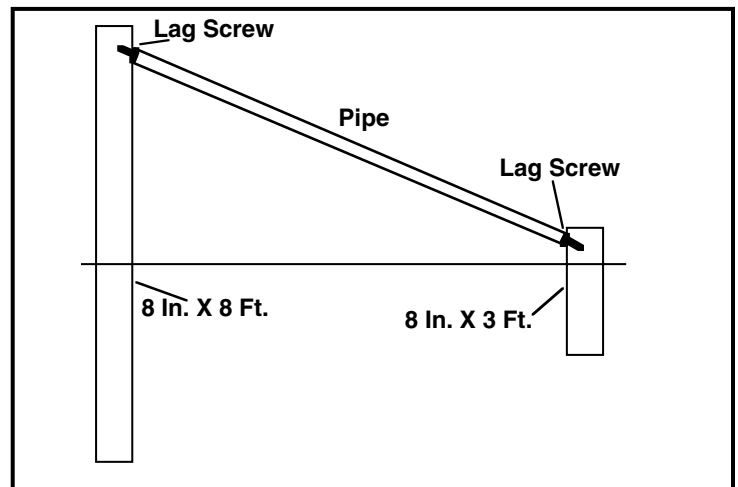
"It works great for construction on the farm such as roofing, truss installation, placing poles, laying pipe, and loading trucks, among other things," says inventor Phil Kasco.

Sells for \$1,895 plus S&H. The company also offers another model that isn't equipped with a hydraulic cylinder. It has two sections and lifts up to 22 ft. high, with a lift capacity up to 1,000 lbs. Sells for \$895 plus S&H. Contact: FARM SHOW Followup, Kasco



Crane is built in three sections. Lift capacity ranges from 1,500 lbs. when retracted, to 500 lbs. at full extension.

Mfg. Co., Inc., 170 W. 600 N., Shelbyville, Ind. 46176 (ph 317 398-7973).



A 10-ft. piece of pipe is used to brace corner post.

Making Better Corner Posts

"Conventional 'H'-style fence corners require a lot of labor and material. I decided there had to be a better way," says Harvey Malon, Rapid City, S.Dak.

"I take a standard 8 by 8-in. corner post or railroad tie and set it the usual way, about 4 ft. in the ground. Then I take a 10-ft. piece of pipe and use it as a brace. Old well pipe can be used. I set an 8-in. by 3-ft. stub about 2 1/2 ft. in the ground to anchor the bottom

end of the brace. The stub can be an old corner post that can be cut in half.

"Big lag screws, 1/2 by 4 in., are used to hold the pipe in place.

"I estimate that the labor required to use this method is about half the normal method."

Contact: FARM SHOW Followup, Harvey K. Malon, 635 Westwind Dr., Rapid City, S.Dak. 57702.

Engine-Driven Concrete Mixer Converted To Hydraulic Drive

Converting an old engine-driven cement mixer to hydraulic drive gave new life to a machine which would have been expensive to repair, says Fred Roth, Carlinville, Ill.

A hydraulic motor chain-drives the mixer barrel. To operate the mixer Roth simply plugs a pair of hydraulic hoses into the remote outlets on his tractor.

The mixer is designed to be pulled behind a pickup. It was originally powered by a 1-cyl. gas engine, but the engine was worn out.

Roth replaced it with a hydraulic motor off a Deere combine reel and installed a large sprocket on the mixer drive.

"We use it a lot to do a variety of small jobs around our farm," says Roth. "I operate it with the tractor idling at 700 to 800 rpm so it doesn't use a lot of fuel. My only expense was \$25 for a sprocket."

Contact: FARM SHOW Followup, Fred Roth, Rt. 2, Carlinville, Ill. 62626 (ph 217 854-8634).

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If you're an inventor, you'll want to check out our resource links for inventors. If you've got a product you'd like to patent or bring to market, this site will get you on your way.

Swather Head Mounts On Old Combine

A Missouri farmer who ran an Owatonna swather for years says he was tired of getting stuck in wet conditions. He decided to solve the problem by mounting a 21-ft. draper header on a stripped-down IH 815 combine.

"It rides better and lets me go faster. Much more power and more ground clearance in big windrows," says John Sartain, Sedalia, Mo.

He stripped all the grain handling components off the combine, including the grain tank, and then adapted the draper header to fit the header lift attachments. The add-on

swather head is driven by the combine's original mechanical header drive. One advantage of the new setup is that he can reverse the header, if needed, to unplug it.

Sartain likes the taller tires on the combine, which makes it easier to clear big windrows. He put shields under the combine to keep from catching.

"I figure I saved 30 to 40 percent of the cost of a new swather, and I got a better machine," notes Sartain.

Contact: FARM SHOW Followup, John Sartain, 28527 Smasal Rd., Sedalia, Mo. 65301 (ph 660 829-2428).