



The Tufts mounted a 25-ft. MacDon 972 draper harvest header on front of their Ford Versatile Bi-Directional tractor and a Circle C crusher roller conditioner on back.



Draper header gives them the option of dropping cut hay in the center or off either end.

## Commercial Hay Producer Puts 50-ft. Swath Into One Windrow

Commercial hay producers Eric and Sue Tuft, Monroe, Utah, devised a system for cutting and windrowing their alfalfa crop that saves at least two trips across the field and has drastically trimmed their fuel use.

With 400 acres of irrigated alfalfa and a four-cut harvest system, Sue says there was a lot of raking to do. Quite often, she drew that duty. With the changes they made, she says, "I'm not out in the field raking hay all summer like I was in the past."

The Tufts own a Ford Versatile 9030 Bi-Directional tractor and had been cutting hay

with two 12-ft. mower conditioners - one up front and one behind and to the side. Both mowers dropped a windrow out the center so all windrows were spaced 12 ft. apart.

Last spring, they replaced both mower conditioners with a 25-ft. MacDon 972 draper harvest header up front and a Circle C PT8000 crusher roller conditioner in the back. "We had Circle C build it especially for us, with a hydro-swing tongue on it," Eric notes.

The draper header gives them the option of dropping cut hay in the center or off either end. They can change the drop by flipping a

switch in the cab. The hydro-swing tongue on the conditioner allows them to keep it aligned with the swath coming off the header.

By dropping the swath off one end of the draper header and doubling back across the field, they can put 50 ft. of hay into one windrow that can be picked up by their Hesston 4900 big square baler. "It took at least three trips to put that much hay together in the past," Sue says.

In heavy hay, they make one pass using the center drop on the draper head and come back across the field using the end drop so

the two passes are only 12 ft. apart. "If we need to put two windrows together later, we can do it with just one pass of the rake," Sue says.

Besides saving time and fuel, Eric says less moving of windrows with a rake means the crop retains more leaves, so they're making better quality hay. The conditioner is moved as needed from behind the tractor to the side.

Contact: FARM SHOW Followup, Eric and Sue Tuft, Tuft Farms, Inc., 1748 West Hwy 118, Monroe, Utah 84754 (ph/fax 436 527-4427; E-mail: suetuft@xmission.com).



"It lets me load and haul up to seven round bales at a time," says Ron Watson, who mounted a pull-type Highline bale trailer on back of an International school bus.

## Self-Loading Bale Hauler Built From Old School Bus

For years, Ron Watson, Saskatoon, Sask., used a pull-type Highline bale trailer to haul round bales down the highway. But the highway miles were hard on tractor tires. He solved the problem by mounting the bale trailer on back of an International school bus.

"It lets me load and haul up to seven round bales at a time. I can go down the highway at speeds up to 40 mph or more," says Watson.

He cut off the bus body behind the driver's seat and used a sheet of plywood, with a big window in it, to close in the "cab". He removed the axles from the Highline trailer and bolted the remaining framework to the bus chassis. He used 3-in. dia. steel pipe to

build a rocker arm on one side of the trailer, which stops the bale as it's loaded onto the trailer.

The trailer is equipped with its original loading arm. The trailer bed tips up to unload. All operations are hydraulically-powered off the bus. Watson removed a belt-driven, 110-amp alternator from under the hood and installed a hydraulic pump in its place. The pump is belt-driven off a pair of pulleys that mount on the engine crankshaft. He remounted the alternator under the pump.

Contact: FARM SHOW Followup, Ron Watson, Box 100, Rt. 5, Saskatoon, Sask. Canada (ph 306 374-3412).

## Simple "Castration Jig" Leaves One Hand Free

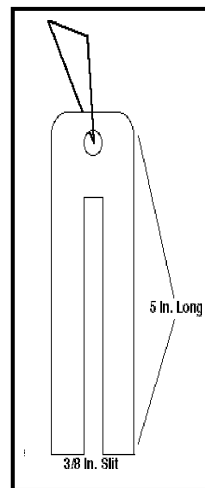
Cow-calf operator Bill Pinchin of Marengo, Sask., came up with an easy-to-make "castration jig" that's designed to let the operator hold both testicles in place with one hand while he uses his other hand to place a rubber band around them. The jig keeps the testicles from slipping back up into the calf's belly.

It's a section of heavy plastic that's about 5 in. long and 2 in. wide with a 3/8-in. wide slot about three fourths of the way down the middle of it. He uses one hand to slip the unit between the calf's testicles and its belly and his other hand to place the band around the testicles.

"It's a simple solution to a common problem," says Pinchin. "The problem is that when you try to put the rubber band around the testicles, one of them may slip up into the animal's belly. You'll often get a lower price for these animals when you sell them. I've made several of these castration jigs for friends and neighbors, and they really like

them. I make them out of plastic but you could use metal or 1/8-in. thick plywood, too. I drill a small hole into one end of the jig and put a cord in it so that when I'm done using the jig I can hang it on a wall."

Contact: FARM SHOW Followup, Bill Pinchin, Box 34, Marengo, Sask. S0L 2K0 Canada (ph 306 968-2709).



Jig is designed to hold animal's testicles in place while "rubber banding".

## Center Pivot Irrigation Wheel

Omnitrac offers a new flotation wheel for irrigation systems. The steel wheel is available in 45, 50, or 70-in. diameters with widths of 18, 24, 30, or 36 in. "The full, flat surface results in less compaction and greater traction than any other irrigation wheel on the market," says Omnitrac president Dennis Wilkinson. "When equipped with a 50-in. dia., 30-in. wide wheel, a typical irrigation tower weighing 5,100 lbs. will apply only 10 psi of ground pressure. It works great in beets, mint, alfalfa, and other crops."

Sells for \$555.

Contact: FARM SHOW Followup, Omnitrac, Box 520, La Grande, Ore. 97850



Steel wheel has a full, flat surface that results in less compaction and greater traction, says Omnitrac.

(ph 541 963-0139; fax 541 963-0768; Website: www.omnitrac.com).