

Loader-Mounted Tree Trimmer Eliminates Ladder

When John Neufeld's wife decreed no more climbing into trees with a chain saw, he put away his ladder and got out his welder and wrenches. Working with 1-in. sq. tubing, he built an 18-ft. folding arm to mount on his garden tractor loader. A chain saw bolts to the end of the arm.

He cross-welded successively shorter lengths of the square tubing, starting with a 24-in. piece, to connect two long tubes. Each cross support is placed at approximately 2-ft. intervals. Once the boom was built, he cut it in half and made a "piano hinge" joint by alternating short pieces of 3/4-in. steel pipe and inserting a 3/4-in. steel rod. Neufeld welded a cap on the upper end of the rod and drilled a hole for a pin at the bottom so the boom's easy to take apart.

Neufeld then welded two lengths of 1 1/2-in. angle iron across the frame several inches back from each of the hinged ends. Neufeld bolts the two angle irons together to lock the framework in its extended form.

Additional rigidity and support is provided by a piece of 1 by 8-in. iron plate welded across the framework a few inches ahead of the joint.

Back at the loader end of the frame, he inserted a heavy duty 1-in. bolt through the end brace, drilled a hole in the bottom of the

loader bucket and bolted the framework to the loader.

Neufeld knew if he simply fixed his 14-in. electric chain saw to the end of the framework, cutting would require him to move the loader up or down. Even with a needle valve installed on the hydraulics, it would not be possible to control the movement.

"With an 18-ft. framework, moving the loader bucket an inch would move the saw about 12 to 16 inches," he explains. "The saw needed to move on its own to freely cut through branches."

So he bolted the handle of the saw to a sprocket which is connected by chain to another sprocket, which can be tightened by a spreader bolt.

The chain is moved back and forth by a bracket that bolts to the chain. The bracket bolts to a steel rod that runs along the top of the 18-ft. framework back to a hydraulic cylinder.

To hold the chain bracket in line, it slides over a solid rod at the end of the framework. By extending the cylinder, the pipe moves the chain on its sprockets. This rotates the chain saw about 3/4 of a turn. "I move the saw into place with the loader and then use the rod to move the saw down and through the branch," explains Neufeld.



Chain saw attaches to roller chain that's moved back and forth by rod that runs back along top of framework.



Long arm hinges in the middle for transport.

Folding the framework required the pipe to be cut at the hinge point. To reconnect the two ends, a pin is inserted through a hole drilled through one pipe end and a solid rod



"I move the saw into place with the loader and then use the rod to move the saw down and through the branch," says John Neufeld.

affixed to the other pipe end.

Contact: FARM SHOW Followup, John R. Neufeld, P.O. Box 344, Inman, Kan. 67546-0344 (ph 620 585-6446).



Busse mounted floorboards and pedals onto an extension of frame ahead of drive wheels.

"Poor Man's" Gator Built From Garden Tractor

It may not be a real Gator, but for Tom Busse and his kids, it's close enough. His front wheel drive "ATV" has a bench seat with room for two, a rock box on the back, and it steers from the rear.

"We are always picking up rocks and stuff around the farm, and this goes slow like a lawn tractor, so I feel it's safer for the kids," explains Busse. "Now that we have this, it's no trouble getting the kids to help."

The "gator" started out as a large frame Ahrens lawn tractor which Busse stripped down to the frame. He replaced the twin cylinder Briggs & Stratton with a quieter Wisconsin Robin, mounting it directly over the transmission and the drive wheels.

He kept the 4-speed transmission and Peerless transaxle, spinning it around to face forward. He used a right angle drive to belt-drive the transmission.

Busse runs an equipment rental store with his brother and has worked with many different engines. The Wisconsin Robin is a brand he likes for its easy start.

"Even the kids can start it," he says.

To make the motor even easier to start, he mounted it on a steel plate with notches that hold it in place. When starting, he pushes a

lever on the plate that pushes the motor forward so it isn't driving the belt to the transmission. Once it starts, a pull on the lever and the motor's base plate drops back into place, and power is again running to the transmission.

He mounted the floorboards and pedals onto an extension of the frame ahead of the drive wheels. The frame extension is made from 2-in. angle iron. Other sheet metal pieces were installed in front of the motor.

"One of the hardest things was figuring out where to put the pedals and steering wheel," recalls Busse.

Busse used 3/4-in. black pipe to extend the steering rods to the new front end and reconnected them with the steering wheel rod.

For his rock box, Busse cut and welded thin sheet steel, adding gusset angles for strength. Originally he had planned to use a box from a John Deere tractor, but found it too large for the frame. Instead he attached it to an old camper axle and uses it as a separate trailer behind his homemade gator.

Contact: FARM SHOW Followup, Tom Busse, N1655 Maple Tree Rd., Adell, Wis. 53001 (ph 262 626-1812).



Full-size Lowline bull nuzzles owner. Breeders point out that Lowline cattle are not mini Angus, as many people think.

Small Cattle For Small Farms

Dennis Boldt wanted a smaller breed of cattle to fit on his small farm near Lakeville, Minn. After reading a brief article about Lowline Angus, he investigated and eventually invested in them.

Now, with 20 head in Lakeville and more at a friend's farm, he's become an active breeder.

Although many say Lowlines are "miniature Angus" Boldt prefers the term "1950's Angus" because the original Angus breed was only 40 to 45 in. tall and weighed about 950 lbs.

During the 1950's, Angus were bred to larger cattle to create today's Angus.

The smaller size of Lowlines is what attracts smaller farms. It also makes them more attractive to health-conscious consumers, many of whom don't want big T-bone steaks the size of their plates anymore. Lowline steaks are about the size of a pork chop.

The smaller animals need less grazing land and Boldt says he can feed two Lowlines for every "regular size" Angus.

While normal calves weigh about 85 lbs, Lowlines weigh about 50 lbs.

Smaller equipment is used with the cattle and they are docile enough to be kept with other farm animals, including horses and goats.

Starting a business with Lowlines is a matter of investing into the breed - and that's not cheap. It costs about \$4,000 for a 700 to 800-lb. heifer.

Contact: FARM SHOW Followup, Dennis & Denise Boldt, 12295 205th St. W., Lakeville, Minn. 55044 (ph 952 469-1684; fax 952 469-1684; email: loalald@hotmail.com) or The American Lowline Registry, 1912 Clay Street, N. Kansas City, Mo. 64116 (ph 816 221-0641; website: www.usa-lowline.org)