**"It gives me full-time hydraulics on an older tractor without having to spend thousands of dollars for a new tractor," says Bill Wilson, about the hydraulic-operated front-end loader he built for his 1949 Case DC tractor.**

# 1949 Case Tractor Gets New Loader, Full-Time Hydraulics

Bill Wilson, Thompson Falls, Montana, built a hydraulic-operated front-end loader for his 1949 Case DC tractor. He also added the power steering system and a pair of hydraulic pumps off a couple of old Case combines.

"It gives me full-time hydraulics on an older tractor without having to spend thousands of dollars for a new tractor," says Wilson. "I bought the tractor used for $300 and paid another $200 for materials. A used tractor equipped with live hydraulics would have cost me at least $3,000."

The tractor was originally equipped with a loader but it wasn't built strong enough so it kept bending. He used 2 by 8-in. channel iron to build a new one. The tractor did not have live hydraulics so that whenever he depressed the clutch, he had no hydraulic power. "That meant whenever I stopped to shift gears I couldn't raise the loader bucket," says Wilson.

He got the pumps cheap from a salvage yard and had them rebuilt for about $25 each. One pump operates the tractor's power steering system and the other one operates the loader. A pair of valves controls bucket tilt and also the up and down motion of the loader. He paid $10 for the valves which he bought at a farm auction. Many of the hoses were also bought at auctions.

The tractor has three hydraulic cylinders - two 3-in. dia. ones to raise and lower the bucket and a 4-in. dia. one (off a log splitter) to tilt the bucket. The two 3-in. dia. cylinders are off an old Horn front-end loader.

Contact: FARM SHOW Followup, Bill Wilson, 44 Gable Road, Thompson Falls, Montana 59873 (ph 406 827-3006).

# Windrow Merger Moves Hay With Auger

Merging windrows with a belt-type windrow auger can be a real pain, especially when the windrows are a little tough. Hay wraps around the belts, stretching them, tearing them and burning out bearings before their time. That's why Matt Stauber and his brother Mitch built an auger-driven windrow merger.

"We do a lot of custom chopping, and we got tired of fighting with belt-type mergers," says Matt. "The belts on ours would go bad every year to a year and a half."

To build their auger merger, the Staubers took the 10-ft. hay header off an old Deere 630 self-propelled windrower and lengthened it by 6 ft. They attached it to a Hesston hydra-swing haybine frame, using the Hesston hydraulic system, pump and motor to drive the hay head.

"We mounted it on a heavy walled 3-in. pipe that we attached to the Hesston frame," says Matt. "It's mounted to the back side of the bottom of the header, which allows the header to pivot as it crosses the field. Springs that were on the Hesston originally are now attached to the auger header to help hold it off the ground."

The Staubers also installed a center hydraulic ram to lift the header for transit. The extended length of the header allows them to pick up one windrow and move it up to 18 ft. to lay across a second windrow.

"We reversed the flighting on a second auger and connected it to the first one, extended the chamber and left the end open for the hay to exit," explains Matt. "It has worked fine on hay, straw, oatlage and soybean straw."

While the unit works fine for merging two windrows, the brothers would like to have the option of merging three windrows in a single pass. Matt says they should have bought a 12 or 16-ft. unit. Without knowing if it would work, they went with the lower cost 10-ft. unit.

"What we are hoping is that someone will see what we did and build a double one," says Matt. "We haven't figured out how to power one that big."

Contact: FARM SHOW Followup, Matt and Mitch Stauber, N5808 Hwy 42, Kewaunee, Wis. 54216 (ph 920 388-0605).

**To build auger merger, the Staubers took the 10-ft. hay header off an old Deere 630 self-propelled windrower and lengthened it by 6 ft. They attached it to a Hesston hydra-swing haybine frame, using the Hesston hydraulic system to drive the hay head.**

# Trailer-Mounted Crane Powers Itself

"It's much less expensive than a conventional truck-mounted crane and doesn't tie up a truck. You just tow it to the work site, set it up, and and drive away," says Ron Anderson, Anderson Welding & Mfg., Chassell, Mich., about his new trailer-mounted crane that's designed to be pulled behind any pickup.

**Crane folds down for transport.**

The crane is controlled by four 12-volt electric motors that are powered by a pair of deep cell batteries. The motors chain-drive sprockets that drive cables which raise and lower the crane. It rotates on a 360 degree turntable. Once you arrive at the work site, you set up the outriggers, then jack the trailer down to take the weight off the wheels. The operator controls all crane functions with a remote control.

"It doesn't require any hydraulic oil, gas or diesel so it's very energy efficient. You can operate it all day for almost nothing. And, there's no smoke or noise," says Anderson. "It has more than a 40-ft. lift and a maximum capacity of 1,000 lbs. at maximum reach. At its 20-ft. reach, it'll carry 1,800 lbs."

According to Anderson, the trailer-mounted crane works great for hanging trusses on buildings, moving blocks around job sites, setting floor joists, lifting walls, and so forth. It's also ideal for lifting shingles onto a roof. At the end of the day you just plug the batteries into a battery charger.

"I've used the crane on a customer's farm to double stack round bales. I've also used it to lift an old deep well pump that had to be replaced, to pull engines and vehicle cabs, to place roof air conditioners, and to set light poles in a parking lot."

**Trailer-mounted crane is designed to be pulled behind any pickup. It's controlled by four 12-volt electric motors that are powered by a pair of deep cell batteries.**

The crane retails in the low $20,000 range.

He's looking for dealers and is willing to travel to demonstrate the unit.

Contact: FARM SHOW Followup, Ron Anderson, Anderson Welding & Mfg., P.O. Box 262, Chassell, Mich. 49916 (ph 877 523-4219 or 906 523-4661; fax 906 523-4219; email: rjanderson@chartermi.net).