



Don Fraser uses his home-built sawmill to make octagonal logs. Double-bladed saw cuts two sides of the log at a time.



2-Bladed Sawmill Makes Octagon Logs

Thanks to his special, home-built, double-bladed saw, Don Fraser of Busby, Alta. has a unique method for building log cabins. His portable mill cuts two sides of the log at a time, and Fraser uses it to make octagonal logs.

"This is a totally new concept. It produces a warmer cabin because of the increased depth of the joint between logs. I use a foam gasket sealer as well as a layer of chinking. This also allows for tighter corners," Fraser explains. "Octagonal logs are a lumber-like product that still has the log-look appeal that people are after."

Fraser turns each log four times to cut eight sides, saving a lot of time.

His "one-man mill" has two steel skids under it for easy set up and leveling.

The saw consists of two 40-in. long chainsaw-type blades. Next to them sits a 25-hp Kohler motor, and the whole assembly runs down a 24-ft. long track as it cuts the logs. The chains are belt-driven by the Kohler motor and the blades are adjustable up to 2 ft. wide. An electric fuel pump forces oil to the chains, and all parts for the drives are available at any small engine outlet.

To lift logs onto the mill, Fraser built an 8-ft. crane, powered by two electric winches. This crane is for setting the logs in position



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and eliminates the need for a tractor. It also removes the finished logs and stacks them on the other side of the sawmill.

Fraser designed and built this system himself from scratch, through trial and error. He used to work for a log house builder and continually tried to find a better way of producing more consistent logs.

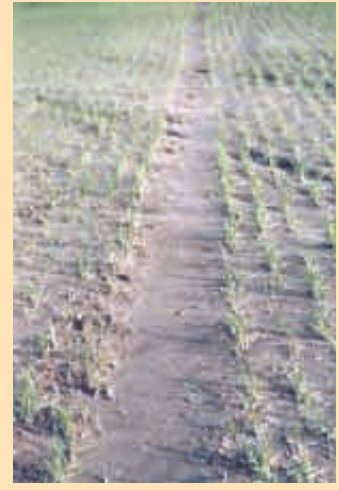
"Using my saw, I start with a raw log, and finish with one that's completely ready to build with. Unlike other log cabin builders, I don't have to peel the bark off or 'scribe and fit' the logs. These octagonal logs automati-

Simple One-Wheeled Tramline Eliminates GPS, Markers

Rather than using complicated, expensive technology like GPS or foam markers when spraying crops with their 80-ft. field sprayer, the Peterson brothers at Jarvie, Alta., make a one-wheel "tramline" when seeding the field. This makes spraying extremely easy and efficient, they say. It's a simple technology these progressive farmers - with a 2,200-acre operation - think has been overlooked.

According to Don Peterson, who farms with his three brothers, they simply block one run in the drill before seeding and remove the disk and press wheel assembly. Then, when spraying, they drive so that one of the tractor's front tires travels down that unseeded line.

"This is not a common practice, but very, very effective," he says. "Many people seem to think they have to use the latest technology, even though there's no way to improve on this simple method. The sprayer width has to be double the width of the drill for it to work. A big advantage is that you're never overlapping and wasting spray. If you can save 10 percent on your spray, that's significant. Using this system, you're relaxed and looking straight ahead all the time."



One-wheel "tramline" keeps big sprayer on track without markers or GPS.

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cally fit together, one on top of the other. You do have to start with logs that have at least an 1 1/2-in. top. When finished, the logs are 10 1/2 in. thick and uniform. The left-over slabs can be sawed into 1 by 4 and 1 by 6 lumber, which can then be used for interior flooring and roofing in the cabin."

Fraser sells various spruce and pine cabin design packages, pre-fit to the customers' approval, labeled, and shipped to the desired building site. He's also willing to sell raw logs

and/or plans for his mill. The price for his cabins is in line with other milled log cabins.

Fraser says his prototype mill cost him about \$9,500 (Can.) for labor and materials, and the crane was about \$3,000.

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Tony Bunniss totally rebuilt the Deere 45 loader on his 1954 Deere 60 tractor. Quick-tach fittings make it easy to switch between a bucket and forklift.

Deere 45 Loader Converted To Double Action Dynamo

After totally rebuilding the Deere 45 loader on his 1954 Deere 60 tractor, Tony Bunniss can do a whole lot more work than he could before.

"I've dug stumps and rocks out. Once, I even used the loader to push the tractor out after getting stuck," says Bunniss. "It's so powerful I only stop loading when the tractor's back end comes off the ground."

To get the extra power, he reworked the hydraulic system on the tractor and added a beefed up loader. Extra cylinders replace the old bucket trip.

To get full use from the more powerful loader, he built a new 8-ft. bucket. Pockets at the rear store chains, clevises and other tools. He also built a forklift that's equipped with

quick-tach knuckles.

To modify the tractor he installed an open-center control valve under the hood with foot controls for it on the platform. He removed the pressure pipe from the "power-trol" and rerouted the oil to the open-center valve.

"I installed a hose from the valve to the power-trol," says Bunniss. "This made it possible to have two separate hydraulic pressures from the same pump. I have the original pressure of 1,200 psi at the power-trol and 2,000 psi for the loader."

He also added an extra tank alongside the rear housing that is coupled to the bottom drain plug. It automatically maintains the same level of fluid that is in the "power-trol" system and adds about 3 gal. capacity.



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Because he planned to carry heavier loads, Bunniss decided to install power steering. He used a combination of original Deere 60 parts as well as newer, improved parts from a Deere 620 and a 630.

Loader rebuilding was even more drastic, beginning with new pins and bushings. Machining new pistons and threaded rod ends for the lift cylinders allows him to apply down pressure to the loader. Braces that were on the sides of the rear masts were relocated to the centers of the mast for more support. This eliminated twisting of the masts that he encountered when switching from lift to down pressure.

He beefed up the loader arms by cutting the main tubes behind the bucket mount and

machining another pipe to fit inside them. He then spot-welded that pipe by drilling holes in the original pipe.

Two 3-in. cylinders mount on the main arms just behind the front end of the tractor to provide tilt to the bucket and fork lift. It is the extent of tilt on the forklift, actually curling it back, that allows him to use it for stump and rock removal.

"I tried to keep the old loader looking as original as possible, but these loaders weren't Deere's finest hour," says Bunniss.

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