



Loader-mounted tire handler, equipped with a rotating shaft on front, pulls tires off the ground and loads them into a metal basket. Shaft is powered by a hydraulic motor.



A 2-ft. section on front of basket angles upward to keep tires from catching on beater and kicking back. It also serves as a skid plate.

Powered "Tire Picker" Also Lays Them Down

"I built it for a farmer in Missouri who wanted to pick up tires on the ground, but it also works great to lay down tires and pick them up again," says Dunnville, Ontario, dairy farmer Oscar Vander Heide.

Three years ago Vander Heide came up with a tractor-mounted tire handler (Vol. 27, No. 4) that consisted of a three-pronged fork that held 40 to 46 tires at once.

After that story was published, Vander Heide got a call from a Missouri cow-calf producer who asked if he could build a new

kind of tire handler that would retrieve tires. The fellow said he places tires on the ground under big round bales. The weight of the bales would cause the tires to sink into the ground. As a result, he had to pull the tires out one at a time. Vander Heide's "tire picker" automatically sucks the tires out of the ground and loads them into a metal basket.

The tire picker measures 8 ft. sq. and is 3 ft. high at the back, with sloping sides. A 2-ft. section on front angles upward to keep tires from catching on the beater and kicking back.

It also serves as a skid plate. There's an 8-ft. rotating shaft on the leading edge of the unit that's powered by a hydraulic motor. The shaft has 4 1/2-in. long steel spikes welded onto it on 6-in. spacings.

To load tires, you set the unit flat on the ground, rotating the shaft, then drive forward. The rotating shaft grabs the tires and kicks them inside the basket. To unload the tires you reverse the shaft, then tip the tire picker downward so the tires slide toward the shaft.

"Once you get 10 to 15 tires in the bucket,

you tip the bucket back so they fall to the back. Then you can load another 10 to 15 tires," says Vander Heide.

"I geared the hydraulic motor down in order to keep the beater from throwing the tires in too fast," he notes.

Contact: FARM SHOW Followup, Oscar Vander Heide, Rt. 9, Dunnville, Ontario, Canada N1A 2W8 (ph 905 774-4970).



Compost covers shed rain and snow, yet are completely permeable to oxygen, carbon dioxide and water vapor.

Compost Covers Offer Multiple Benefits

Compost Covers make the process of composting more efficient by controlling moisture, reducing curing times, and improving product quality. At the same time, odors and fly populations are also reduced.

The product is made by Texel, Inc., of Quebec, Canada, and distributed worldwide by Champlain Valley Compost Co. of Charlotte, Vt.

Compostex is made from 100% UV-protected polypropylene fibers to provide many years of trouble-free use. The material is lightweight, breathable, durable and reusable.

"Controlled tests prove that Compostex reduces nutrient losses and increases temperatures inside the compost windrow," says the company. "In wet conditions Compostex sheds up to 100 percent of the rain and snow-melt from a covered pile, but is completely permeable to oxygen, carbon dioxide and water vapor. In dry conditions Compostex reduces moisture loss from sun and wind."

The covers protect finished compost from windblown weed seeds and reduce process-

ing costs for screening, bagging, and freight by minimizing moisture and weight.

Covers are typically secured to the piles by placing anchors along the bottom edge of the covered piles — ideal anchors are sandbags or truck tire sidewalls.

Grommets are available to improve ease of handling, for linking multiple covers together, and to hold the covers in place.

Handling can also be mechanized with a motorized rolling device or a "threading frame" that can be attached to most pull-behind turners.

The covers are also available in custom sizes at no extra charge.

Prices are \$1.57 per sq. yrd. (FOB Quebec, Canada) for large orders, and small orders are priced at \$2.40 per sq. yrd. plus postage from Vermont.

Contact: FARM SHOW Followup, Champlain Valley Compost Co., Charlotte, Vt. (ph 802 425-5556; fax 802 425-5557; info @cvcompost.com; www.cvcompost.com/covers).



The 9 by 20-ft. wagon has walking tandem axles on back and a dolly wheel assembly on front. The walking tandems allow the wheels to flex instead of the wagon itself.

Tandem Axle Dolly Wheel Hay Wagon

Andy Tilleraas of County Line Welding in San Pierre, Ind., makes a lot of custom built equipment to suit his clients' needs.

One such project was what he calls his "tandem axle dolly wheel hay wagon."

"This is one of those things that was not my idea, but it turned out great. It's unique and very practical," Tilleraas says. "My customer, Roger Martin, moves a lot of hay. He wanted more capacity and to be able to travel at higher speeds safely. This dolly wagon was the outcome of our collaboration."

The unit is all-steel, with an expanded metal floor for longevity. It has a 12-in. channel iron frame and the cross members are 3-in. channel iron, spaced on 12-in. centers.

The wagon is 9 by 20 ft. with walking tandem axles on the rear and the dolly wheel assembly on front. There are grease zerks on every pivot point.

"The rack at the back slides into two stake pockets and can be lifted off by two people," Tilleraas says. "The rack is tipped back slightly to keep the bales from shifting forward and falling off."

The wagon has a telescoping tongue and rides on 12 1/2 by 15 floatation-type implement tires. It has a capacity of 18 tons and

will hold 265 small square bales, according to Tilleraas. It also has a rear hitch for pulling multiple wagons.

"The reason this design has never been done before is that people think it will twist when you turn, and dump off the bales. But the frame is built very rigid. The walking tandems on the rear allow the wheels to give and not the wagon itself," he explains.

Martin has used the wagon for three years with no problem, according to Tilleraas.

"You can pull these wagons empty at 60 mph with a pickup. When loaded, you can go as fast as you want, as long as you have a vehicle heavy enough to stop it, because there are no brakes on it. With a 1-ton 4-WD pickup, that's usually 35 to 40 mph. These wagons won't sway like a 4-wheel wagon will," Tilleraas says. "I'd be happy to give a price quote if someone is interested."

He adds that dealer inquiries and requests for information on other products that he has available are always welcome.

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