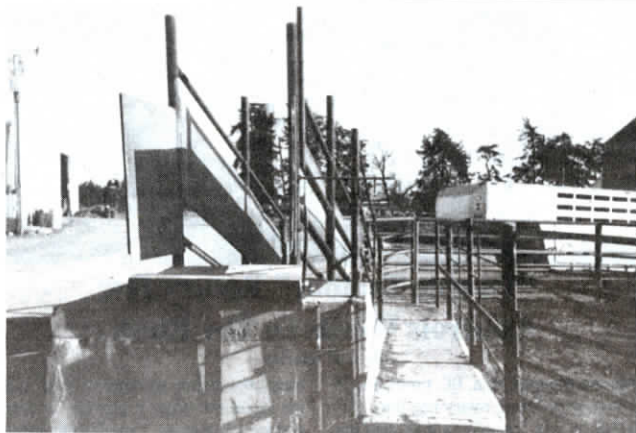


Made It Myself

Continued from previous page



Concrete Loading Chute

Cattle almost never slip on this "stairstep" loading chute made out of oil field pipe and concrete, says Brian Bentley, who built the chute with help from his father Bruce and uncle Rod.

The 12-ft. long, 48-in. wide chute has shallow steps that are 12 in. long and 4 in. high. A concrete alley leads away from the ramp to a nearby holding pen.

"The cement ramp and alley will last much longer than wooden ramps," says Bentley, who feeds 600 to 800 cattle a year. "Cattle are far less likely to slip on concrete than on a wooden floor. We used a broom when pouring the cement to rough up the surface."

"We also made a concrete loading dock ahead of the chute that's protected in front by a 6-in. high steel plate. The plate is welded to the bottom of an 8-in. sq. angle iron that's free to swivel on top of a 5-in. dia. steel post. The plate can be swiveled up to 9 in. forward in either direction for trucks that don't back up square with the dock. The plate is level with the top of the dock and extends 3 or 4 in. in front of it to fill the space between the truck and dock."

A steel panel welded onto each side of the chute keeps cattle from seeing out and



trying to turn around. Posts on either side of the chute are 4 1/2-in. in dia. Side rails on the chute and fence around the holding pen are made from 3 1/2 in. dia. oil field pipe, with rails made from 2 1/4-in. dia. pipe and 3/4-in. dia. sucker rod.

A steel door at the top of the chute is mounted inside a sucker rod frame for strength.

Contact: FARM SHOW Followup, Brian Bentley, Rt. 1, Box 121, Carson, Iowa 51525 (ph 712 486-2387).

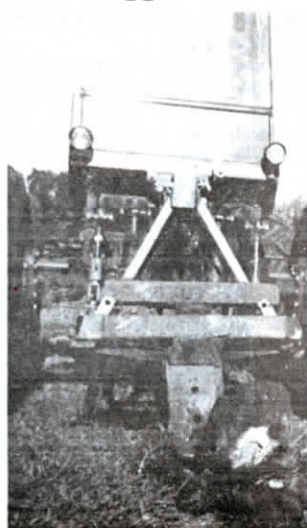
Heavy-Duty Rock Digger

"I've used it to dig out rocks so big the tractor couldn't drag them off the field. I had to use a Caterpillar," says Joe Dugan, Roblin, Manitoba, about his heavy-duty rock digger made out of a track pad off a Caterpillar tractor.

The pad is welded to a frame that mounts on the 3-pt. hitch on his Versatile 276 tractor. "It works good on the bi-directional 276 because visibility is so good when digging out a rock and it's got hydrostatic drive. Most stones 3 to 4 ft. in dia. come out with one push. On bigger rocks, you can work around them, loosening them up before lifting them out of the ground."

Dugan sets the angle of digging with the 3-pt. center link. The digger sticks down about 2 ft. and is hard enough steel so he's never been able to bend it no matter how big the rock.

Contact: FARM SHOW Followup, Joe Dugan, Box 906, Roblin, Manitoba, Canada.



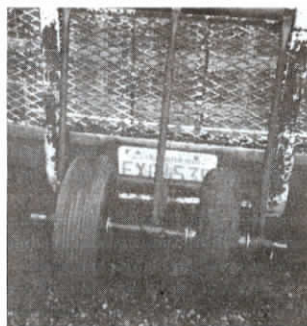
Bale-Handling Pickup Sports Bale Spear, Bumper-Mounted Unroller

"It lets me transport round bales with my pickup and unroll them from the comfort of the cab," says Harry Sehn, Richmond, Sask., who mounted a 2-wheeled bumper-mounted unroller on front of his GM 3/4-ton 4-WD pickup which is equipped with a bale spear on back.

Sehn mounted a pair of 4 by 8-in. rubber wheels (caster wheels off an old sprayer) about 10 in. apart on a frame attached to the front of the pickup.

Sehn also made the bale spear on back of the pickup. An electric winch at the front of the pickup box raises and lowers the bale spear. To unroll a bale, he just drops it on the ground and then bumps it with the front end of the pickup.

"The wheels rotate in the opposite direction that the bale unrolls and start turning as soon as they contact the bale. Without the wheels in front, the pickup would try to climb up on top of bale. If the bale is on a downward slope I can sometimes unroll the entire bale with only one bump of the wheels. I can unroll bales at speeds up to 10 mph if I want. One advantage of unrolling bales with the wheels is that they never unroll too much



hay in one place. They leave about a 6-in. layer on the ground."

Sehn used part of an old hay sweep to build the frame for the bale spear and mounted a pair of 2 3/8-in. dia. steel spikes on it. The frame is hinged at the bottom and is pinned to a pair of clevises that bolt onto the pickup bumper.

The winch is hooked up to the pickup battery and is controlled by a switch inside the pickup cab.

Contact: FARM SHOW Followup, Harry Sehn, Box 143, Richmond, Sask., Canada S0N 2E0 (ph 306 669-2142).



Heel Shift Lever For ATV

Shifting his Honda 250 ATV is a lot easier for Tom St. Hilaire, Kennewick, Wash., thanks to a "heel shifter" he rigged up that lets him shift up by pushing down with his heel, instead of lifting up with the top of his foot.

"Shifting with your toes is irritating. It can make for a sore foot and wears a hole in the top of your boot," says St. Hilaire, explaining that normally on his Honda you shift down by pressing down on the shift lever and you shift up by lifting up on the lever. He bolted on a lever that lets him use his heel, just like on a motorcycle.

"The lever I made is simple. It's held by one bolt to the existing shift lever and pivots in the middle on the foot rest, extending back about 5 in. I welded a 3/4-in. flat washer cut in half on the side of the lever to make a 'pedal'. I also had to reinforce the original lever by welding a piece of strap iron - which I shaped to match - along the side. I've used this lever since 1986 and have many miles on it, using it on the farm every day."

Contact: FARM SHOW Followup, Tom St. Hilaire, Rt. 2, Box 2858, Kennewick, Wash. 99337 (ph 509 582-2059).