



Modified Farmall Loader With Interchangeable Buckets, Forks

When Jeff Cyr found an old cable-operated front-end loader designed for a Farmall F-20 tractor in some brush on a neighbor's farm, he decided to modify it to fit his Farmall H tractor.

He also made an interchangeable bale fork to fit in place of the bucket.

"I used mostly scrap steel and spent less than \$500," says the Pinewood, Minn., farmer.

Cyr removed the cable and pulleys on the loader and cut off part of the lift mechanism, leaving the lift post intact. He used steel tubing to lengthen the loader frame so it would clear the front of the tractor and installed lift cylinders on either side of the loader.

He made the bale fork frame out of 2 1/2-in. sq. steel tubing. Steel plate was used to make a 4-ft. long bale spear with an 8-in. dia. triangle-shaped base that's welded to the frame. A pair of smaller 2-ft. long spears are also welded to the frame.

A 40-in. long, 3-in. dia. hydraulic cylinder is used to tilt the bale fork up and down. Cyr mounted one end of the cylin-

der on a steel bracket that's welded onto the frame and attached the other end to the loader's lift post. A pto-driven hydraulic pump is used to raise or lower the loader and also to operate the bale spear cylinder.

"I use it every day," says Cyr. "By mounting a 3-pt. bale fork on back of the tractor I can carry two round bales at a time. I don't use it with bales that weigh over 900 lbs. because the tractor's front spindle is too light. The loader can be raised about 12 ft. which allows me to stack bales three high. I can also use it to put two bales at a time into a shed that I built onto the end of my dairy barn. I lay the bales on their side and use a 2 1/2-ft. long antique hay knife to saw them in half, then use a wheelbarrow to haul each half bale into the barn."

"I also made a 6-ft. bucket for moving snow that mounts in place of the bucket. I still use the loader's original bucket to load manure."

Contact: FARM SHOW Followup, Jeff Cyr, Rt. 1, Box 280, Pinewood, Minn. 56667 (ph 218 243-2120).



30-Ft. Hopper Bottom Grain Trailer

Thomas Ruffing, Bellevue, Ohio, recently sent FARM SHOW photos of a 30-ft. hopper bottom, tandem axle grain trailer built by his son Scott, age 19, with help from his other sons Steve, 17, and Mike, 15.

"I'm really proud of the job my sons did at such a young age," says Thomas. "It's built heavier than most commercial trailers and cost about \$6,000 less to build than a commercial trailer of the same size. We use it to haul grain from the field to our bins and from the bins to the elevator in town. It all started after I bought a new 730-bu. trailer that was built with poor workmanship and wasn't quite big enough for our needs. Scott decided we could build our own and do a better job."

"Trailer capacity is a little over 1,000 bu. We can't quite fill the trailer up all the way because the International 466 diesel engine in our semi tractor doesn't have enough power to pull it. We used 16-ga. sheet metal

on the sides, but if we could do it over again we'd use lighter gauge steel to help reduce the weight. The trailer's two hoppers slope down 40 degrees which keeps wet grain from sticking. It can be used with either single or tandem axle tractors."

The trailer's wheels and heavy-duty "Pro-Par" axles are off an old semi trailer van. The Ruffings paid \$200 for them. Steve completely rebuilt the axles and installed new brake drums. They used 4 by 6-in. steel tubing to build the bottom part of the trailer frame and 2 by 4-in. tubing to build the top part. The floor is made from 3/16-in. thick sheet metal. The dollies were purchased new. The trailer has a Shur-Lock tarp and was painted with automotive paint.

Contact: FARM SHOW Followup, Scott T. Ruffing, 2340 Section Line Road 30, Bellevue, Ohio 44811 (ph 419 483-2986).

Self-Propelled Combine Sprayer Frees Up Tractor For Other Work

Until Bill Harding built a self-propelled spray rig out of an old combine, the Case 1370 tractor he used with his 3-pt. mounted sprayer always seemed to be tied up when he needed it.

"This frees up the tractor while I'm spraying," says the Carlinville, Ill., farmer. "Plus, it's more comfortable and visibility is better."

Harding started with an early 1970's Massey 300 combine he bought from a neighbor for \$500. He stripped the tin work off the combine from the grain tank back and built a bridge truss out of 4-in. channel iron for the frame in order to carry the weight of a 500-gal. water tank. He relocated the fuel tank from behind the cab to the left side of the frame.

He mounted the 45-ft. manual-fold boom from his 3-pt. sprayer on the combine, fitting each end of the boom with old lawnmower wheels to keep ends from digging in on uneven terrain.

The boom mounts on the throat of the combine for unlimited height adjustment, from 2 in. above the ground to 4 ft.

He used a 14-gal. tank off an old spot sprayer to make a foam marker. The tank mounts below the combine's air cleaner, and Harding uses a small air compressor attached to the tank to agitate the liquid foam mixture and push it out to the ends of the boom.

He uses a Dickey-John monitor on the



self-propelled rig which includes a liquid sprayer control system, a monitoring system for field speed, field area, tank level, etc., and a radar velocity sensor mounted behind the combine's left drive wheel. The radar system helps calibrate rates on-the-go.

Harding uses the rig to apply preplant incorporated, burn-down and over-the-top herbicides to 150 acres of drilled soybeans. Top speed is 6 mph and it will deliver rates of up to 20 gpa's.

Out-of-pocket expenses were about \$300 above the cost of the combine.

Contact: FARM SHOW Followup, Bill Harding, R.R. 2, Box 87, Carlinville, Ill. 62626 (ph 217 854-6071).

