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By C. F. Marley, Contributing Editor

Giant Wood-Burning Furnace Heats Shop

Clair Wilson and his sons operate a farming and fabrication business near Winchester, Ill. They have a huge 120-ft. sq. shop. To heat it they built a giant wood-burning furnace into an embankment next to the shop.

"We use a skid steer with a grapple to load up to three logs at a time. The logs measure 14 to 16 in. in diameter and are up to 6 ft. long," says Clair. "A pair of big hydraulic cylinders are used to open the lid. The cylinders are powered by a hydraulic pump inside the shop."

Located just outside the shop walls, the furnace was built from 1/4-in. thick steel plate and measures 7 ft. sq. There's a full-wide door at one end of the stove that can be opened to remove ashes with the skid steer. The furnace's hinged lid contains a water jacket that will eventually be connected to pipes embedded in the shop floor. The plan is to circulate heated water just beneath the floor.

For now, the shop is heated with hot air that's pumped through a plenum and into the

shop by two large furnace fans. The plenum runs up one wall to the ceiling and across to the other side of the shop.

A blower mounted outside the furnace pushes fresh air into the firebox to feed the fire.

The shop's in-floor heating system goes back a ways. "We installed a home-built radiant floor heating system in the shop in 1994 and used a commercial liquid propane boiler to heat the water," says Clair. "We placed a

series of 1-in. schedule 80 pipes 1 ft. apart under the shop floor. We built the wood-burning furnace because of rising propane prices."

He says they load logs into the furnace about once a day. A 30-ft. length of 10-in. dia. irrigation pipe serves as a flue for the furnace.

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Trailer-Powered Cherry Picker

Wayne Beauchamp, Tampa, Florida, gets a lot of use out of his converted cherry picker which began life on an electric power company truck. He modified it to pull behind his New Holland 75 hp front wheel assist tractor, powered by the tractor's hydraulic system.

"It's a safe, convenient way to do maintenance on buildings and is handy for use as a bucket lift," he says.

The cherry picker was in pieces when he found it at a junk yard. He removed the lift boom from the truck, then redesigned the hydraulic system to run on his tractor's hydraulics. Then he rebuilt the lift and welded it onto the frame and axle off an old bus.

He mounted a pair of stabilizer legs on back and a screw jack on each side, in order to

hold the trailer steady.

"I built it because I have a tree farm and a mobile home park where I do all the maintenance work myself, including a lot of tree trimming," says Beauchamp. "I use a grapple fork on the tractor to handle the trees. My bucket lift makes the work much easier. I'm 72 years old and don't climb trees anymore, so this is the only way I can still do the tree work."

"I've also used it to paint my barn and to change street light bulbs. I park it in the woods and use it to hunt. It also works great for photographing wildlife."

The controls mount in a box on front of the bucket. Beauchamp made a bracket on the bucket where he stores a chainsaw and limb. He also mounted an aluminum cover



Wayne Beauchamp's cherry picker began life on an electric power company truck. He mounted it on wheels and powers it with the tractor's hydraulic system.

over the box to keep wood chips from falling into it as he saws tree limbs.

He says his total cost was about \$600, "mostly for hydraulic hoses and parts."

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To make a low-cost cattle "rub", Marc Lever bolted a 4-ft. high payloader tire to a pair of railroad ties spaced 3 ft. apart.



Low-Cost Cattle "Rub" Made From Big Tire

Big old payloader tires can be used to make low-cost cattle "rubs", says cattleman Marc Lever of Clatskanie, Oregon.

He placed a 4-ft. high tire between a pair of railroad ties bolted perpendicular to the tire about 3 ft. apart. He uses a loader bucket with forks to move the tire between pastures.

"It's best to use a tire with good, deep lugs. However, cattle rub not just against the tire lugs, but also against the inside of the tire where the wheel used to be," says Lever. "Smaller animals such as heifers like to rub their neck and head all the way around the hole. The railroad ties keep the tire rigid so

the cattle aren't likely to tip it over. I got the idea because cattle were damaging our fence posts and barn walls, sometimes knocking posts over.

"I got the tire free from a local tire store. I used an auger bit to drill bolt holes through the tire, which has rubber about 4 in. thick. I used a sledge hammer to drive bolts through the tire. It's best to use galvanized bolts because they won't rust."

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Paul Rodland built a hitch to push two 22-in. push mowers behind his riding mower. He leaves the handles on so he can detach them to trim.



Ganged Mowers Cut A 6 1/2-Ft. Swath

"I've reduced mowing time in half," says Paul Rodland, Ringoes, N. J., who built a hitch to pull two push mowers behind his riding mower.

The 22-in. push mowers are hitched behind a Deere 12 hp riding mower with a 38-in. deck. The three decks cut a 78-in. wide swath with a 2-in. overlap. A pull bar across the back of the riding mower is pinned to the mower's hitch. The pull bar is made from 1 1/2-in. flat stock with a pressure treated 2 by 4 running through it. Plywood bracing bolted to the top and bottom of the pull bar provides reinforcement.

Metal brackets attach to the front of each push mower and are bolted to the pull bar.

The brackets are attached to the mowers by a 3/8-in. I-bolt that runs through a hole drilled into the mower deck, with a pair of nuts tightened to the inside and outside of the deck.

A chain extends from each corner of the pull bar up to the riding mower's footboard.

"It's actually fun to mow with this setup due to its crowd appeal. I live on a main road, and when they see me mowing a lot of people beep their car horns and give me the thumbs up," says Rodland. "I left the handles on both mowers so I can detach them to do trim work."

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