



You can rake and bale hay in one pass with the Rake-N-Roll, built by Bruce Peden and his brother Don. The 12-wheeled, V-shaped rake fits between a tractor and baler.

Rake-Bale Combo Unit Eliminates Second Field Pass

Wouldn't it be slick if a guy could rake hay and roll bales in one pass? That's the question Bruce Peden pondered one day 5 years ago while raking hay. He thought to himself, "A machine like that could cut out a trip across the field and save on tractor wear and expense."

It wasn't long before Bruce and his brother Don were in their Glasgow, Ky., metal fabrication shop designing and fabricating the first Rake-N-Roll. It's a patented 12-wheeled, V-shape rake that fits between a tractor and baler. The implement also eliminates that extra pass in the haying operation.

"It saves time, fuel, labor and money," says

Bruce, who harvests his own 150 acres of hay and also does custom "rake and rolling" for other farmers in the area.

Bruce Peden says the toughest part of the engineering was figuring out how to make the 27-ft. rake fold into an 11-ft. transport width. In operation, the Rake-N-Roll can rake three 9-ft. swaths into one windrow that feeds the baler. Diverting baskets on each side can shift the windrow from one side to the other. The outer rake wheels raise and fold using hydraulic controls in the tractor cab.

The Pedens designed the Rake-N-Roll for a New Holland baler, though the existing design could also fit a Deere baler with

minimal adjustment. Bruce Peden says that he's willing to develop a custom model for other baler brands, too.

The Rake-n-Roll required extending the baler hitch to 12 ft. and affixing the pto shaft to the hitch. The design allows the operator to pick up and adjust the rakes for operation on hillsides.

The first model they produced worked okay but was too wide for problem-free transport. Their second attempt solved the transport width problem and Bruce says he's been using it, with little adjustment or maintenance, for five seasons on his own land and for custom work. "I produced about 2,800

rolls last year with the Rake-N-Roll and my New Holland baler," he says.

A video of the Rake-N-Roll in operation can be viewed on the company's website: pedenequipment.com. Bruce Peden exhibited the Rake-N-Roll at the National Farm Machinery Show in Louisville this year. The company sells the machine for \$28,000.

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Pickup-mounted calf catcher lets Don Karst catch spray calves without concern for mad mamas.

Pickup-Mounted Calf Catcher

Don Karst enjoys cow-free calf catching with his pickup-mounted catcher. His homemade catcher lets him catch spray calves. Best of all, he can handle young calves without concern for a mad mama.

"I just drive alongside the calf and open my door to box it in," says Karst. "Sometimes the calf doesn't even stand up."

The catcher consists of 3 plywood panels mounted to a frame made from 1 1/2-in. pipe. Two of the panels make the first and second sides of the catcher. The pickup box makes the third side of the catcher, and the door is the fourth. A last panel mounted to the catcher at an angle and opposite the door helps to direct standing or moving calves into the catcher.

The rear panel is about 3 1/2 ft. wide and about 30 in. high with a 10 to 12-in. strip of rubber belting attached to the bottom. The side panel is about 5 ft. long and 30 in. high, also with rubber belting at the bottom.

"The belting is about 6 in. off the ground and stiff enough to keep the calf in, but lets me drive over stones and other obstacles without busting up the catcher," says Karst.

The catcher is secured to the truck by a pipe that extends from the rear panel's top frame member. Clamps attach to the top of the pickup box to hold the pipe in place. A 1 by 2-in. piece of channel iron runs at an angle across the top of the 2 panels and the rear top



Panel mounted to catcher at an angle helps direct calves into catcher. Pickup door is then opened to trap calf inside.

of the pickup box's near side. It is spot welded to the pipes and bolted to the pickup box.

"The channel iron reinforces the catcher's sides and prevents the catcher from tipping up or down if the pipe clamps were to loosen," explains Karst.

A lever mounted to front of the side panel pivots to ensure the pickup door stays in place once opened. As he steps out of the cab, he pulls the lever down to lock the door open.

"I don't have to worry about a cow pushing it shut behind me when I'm working with her calf," says Karst. "I've had a catcher mounted to my truck for about 4 or 5 years, and my son has one on his truck too."

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Tranz Former valve turns a common water tank float valve into full force water delivery. Photos show before and after valve activation.

Add-On Device Converts Float Valve To Full Flow

The "Tranz Former" from Jobe Valves turns a common water tank float valve into full force water delivery. Unlike diaphragm valves, float valves constrict water flow. The new valve from Jobe uses the existing float as mount and actuator, but eliminates most of the constriction.

The larger the input flow from the hose, the greater the difference between common float output and the Tranz Former. If a 5 gpm hose delivers 3 gpm through a common float, flow through a Tranz Former increases by only 0.5 gpm. However, a 10-gpm flow that's reduced to 3.5 gpm by the common float will increase to 9.5 gpm. Similarly, a 20-gpm flow through a hose is reduced to 4

gpm by a common float, but reaches 18 gpm through the Tranz Former.

The Tranz Former attaches to the inlet of the float valve. It fits most over-the-top, clamp-on float valves in seconds. Once the input hose (common garden hose fitting) is attached, it is ready to go. No holes need be drilled or mountings added.

The Tranz Former is easy to clean, has an internal filter, and is made from non-corrosive material. It's available for \$45.

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