



Rugged old barn cleaner easily handles loads of skiers and tobogganers on the 250-ft. hill.

ALSO PULLS SLEDS UP THE HILL

Old Barn cleaner Makes Great Ski-Tow

What do you get when you combine a great hill for skiing and tobogganing with an old barn cleaner lying in a junkyard? A Minnesota farmer ended up with a great recreational spot for family and friends.

Good Thunder farmer Wayne Knewton, friend Henry Quade and a group of other friends built a leg-saving ski tow for the hill using the gear box from a 1950's Jamesway shuttle-stroke barn cleaner that Knewton found in a junkpile.

He and his friends used the gears

but not the shuttle stroke action of the barn cleaner, reducing the gear ratio to about 45 to 1 so it moves the rope at the pace of a slow walk. Powered by a 2-hp. electric motor, a pulley from a Deere combine puts pressure on the $\frac{1}{2}$ -in. polypropylene rope. At the bottom of the hill, a simple barn rope pulley is tied with cable to a tree.

Now, when anyone wants to toboggan, they just clip the sled to a clamp on the tow rope and up the 250-ft. hill they go. Skiers hold onto the rope just like a regular rope tow.

SLICES THEM IN HALF

Big Bale Band Saw

If you've been using chain saws, axes and knives to cut up big bales, you'll be interested in a new band saw from a Canadian machine shop that slices bales cleanly in half in less than a minute.

"This band saw is better than using a chain saw because it cuts cleanly through the entire bale. It isn't the fire hazard that chain saws can be when straw or hay backs up and plugs the muffler on the saw. It's also much faster than a chain saw," says Jan Parker, of Parker's Machine Shop, Portage La Prairie, Man.

The big saw weighs 1,500 lbs. and stands 10 ft. high. Although it's mounted on skids, it's designed to be permanently positioned near a barn or wherever it will be most needed.

The bale — up to 5 ft. in dia. — sits on a rolling platform and you pull it through with a winch. The bale can be cut lengthwise or crosswise so you can either roll it out or fork the hay.

"One farmer bought it so he could roll half bales down the narrow alleys in his barn," says Parker.

The complete bale saw sells for \$2,500 (Canadian). The shop also



Big band saw blade slices the bale lengthwise or crosswise. Bale rides on a rolling table.

makes roller mills, head gates, cultivators and smaller saws.

For more information, contact: FARM SHOW Followup, Parker's Machine Shop, Rt. 2, Box 2B, Portage La Prairie, Man. R1N 3A2 (ph 204 239-5237).



Greg Ellerman's "Truck-Tor" consists of a GMC chassis, cab, and front-end combined with a 50,000-lb. payloader rear axle.

"TRUCK-TOR" IS A BIG ASSET ON THIS PENNSYLVANIA FARM

Home-Built Truck Pulls Like A Tractor

Greg Ellerman's truck looks like any other GMC from the front. But walk to the rear and you'll see that this truck is equipped with tractor tires.

Greg, who farms near Newville, Penn., uses his "Truck-Tor" for plowing, spraying, planting and cultivating. He expects the Truck-Tor to last many years and says that the "\$6,000 plus" that it cost him was "one of the best investments I ever made."

"People underestimate trucks," says Greg. "This truck-tractor is at least equal to a 150 hp. tractor and is never overloaded in the field. What's more, truck parts are more readily available than tractor parts, and less expensive."

Greg's "Truck-Tor" consists of a 1972 9500 GMC chassis, cab and front-end combined with an Eaton 50,000 lb. Payloader rear axle. He had to beef up the rear frame to handle the axle, add a rear drawbar hitch, and match up the truck drive train to the Eaton axle — no problem, he says,

since the truck differential matched the rear final drive without modification.

The "Truck-Tor" has a 671 Detroit diesel engine with a 10-speed transmission. It has no pto but is equipped with a hydraulic pump for spray pumps and tillage tools. Top speed is 16 to 17 mph on the road. Ellerman says he regularly sprays and does other field work at 8 mph.

He outfitted the "Truck-Tor" with 30.5 tractor tires and can fit it with duals when needed.

"It took me 3 years to get all the parts together," he says. "The rear axle, for example, came off an Army vehicle but is the same Eaton axle commonly used on heavy industrial equipment of all kinds. I kept the old truck axle and could convert back to a truck in half a day or so."

For more information, contact: FARM SHOW Followup, Greg Ellerman, RR 3, Newville, Penn. 17241 (ph 717 776-5844).



The truck-tractor combination is at least equal to a 150 hp. tractor, according to Ellerman.