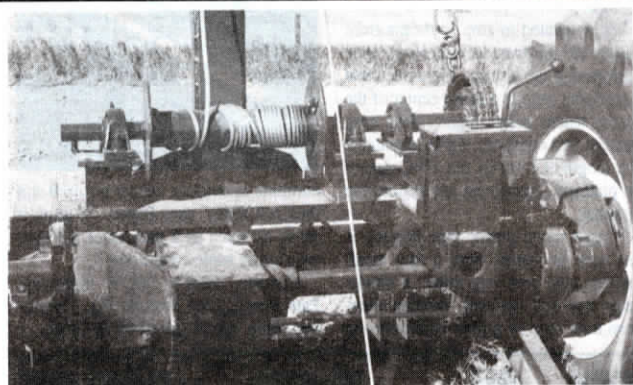


# Made It Myself

(Continued from previous page)



## "Bin Crane" Built From Combine

By Linda Ford

Bill Powell and his father-in-law Don Adams, who both farm north of Youngstown, Alberta, wanted to add a fifth ring to some of their granaries. On others, they wanted to replace wooden floors. They decided to build a mobile crane that could handle both jobs.

Using parts from an old Knutsen bale stacker and an International 403 combine, plus some other odds and ends, they built a crane that is both mobile and adjustable to different diameters of bins.

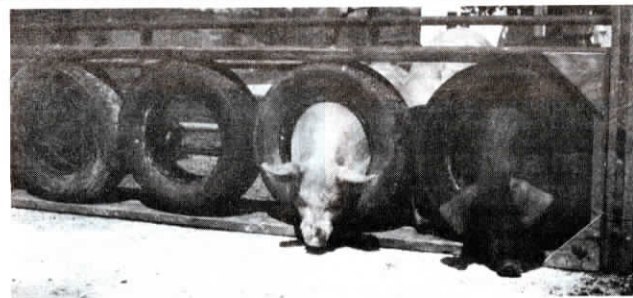
The running gear - wheels, axle and transmission - are from the combine. The hitch is from an old cultivator. The long lift arm is 4-in. sq. tubing taken from the frame of the stacker. The short lift arm which is on a flexible mount can be hinged in and out to accommodate wider or narrower bins.

The winch at the base of the lift arm, driven by an orbit motor, was built using shafts and bearings from the combine. The transmission (from the combine) is used to gear the winch down slow enough



that it can be moved a fraction of an inch at a time.

The crane has enough lift to allow Powell and Adams to pick up a 4-ring bin and put a hopper bottom under it, or they can use it to pick off the roof to add a ring.



## Indestructible Sow Feeder

This sow feeder made from old tires is inexpensive and almost indestructible, according to farmer-inventor David Slaughter, Queen City, Mo., who recently took first prize in National Hog Farmer Magazine's annual invention contest.

Slaughter says tires are just the right size for sows to stick their heads through, yet small enough that they can't go through them. The tires' flexibility prevents sows from getting caught and helps avoid injury as sows push and shove each other during feeding time. Elevating the feeding surface a bit so sows can see the feed better helps train sows to stick their heads through the tires.

Tires are connected and mounted on wooden or steel frames or fencelines using bolts and large washers. It's a good idea to drill holes in the bottom of the tires so rainwater can drain out.

The cost of making each feeder depends on length and choice of materials for the frame, since tires can usually be had for free. Slaughter's prototype feeder has been used for over a year without problems.

Contact: FARM SHOW Followup, David Slaughter, Queen City, Mo. 63561.

Story and photo reprinted courtesy National Hog Farmer.



## Skid Steer Loader Built From '75 Honda

Ontario welder and machine shop instructor Bill Fair of Paisley didn't want to spend the money for a new skid steer loader, so he built his own mini loader from a 1975 Honda Civic front-wheel drive car and other miscellaneous junk parts.

Fair uses the mini loader on his own farm as well as in a high school class he teaches on farm equipment repair.

"It turns in a 16-ft. radius and works much like a skid steer loader, but it cost only \$1,500 to build," says Fair. "It works great for loading stacks of six small square bales at a time in the field onto wagons. I also use it to clean my barn, scrape snow, and pull empty wagons. The Honda engine is very fuel efficient. I mounted a 2-gal. plastic gas can on back, and those two gal. last a full day."

"I paid \$100 for the car and spent a year building the loader. A new skid steer loader would cost about \$10,000 and would be too slow to retrieve bales in the field. The engine is geared down at a 3:1 ratio so I can go real slow in first gear for field work or up to 30 mph on the highway. The 1,250 cu. in., 4-cylinder gas engine has plenty of power. The only problem is I have to be careful I don't dig the front snow tires into the ground and twist an axle."

"I used every part I could from the car, including the tires, axles, steering wheel, rack and pinion steering, steering box, gearshift, clutch and gas pedals, rear wheel brakes, and part of the dash. I even converted the car's side marker lights to flashing safety lights that are mounted on

the roof. I also mounted a radio and speaker under the roof. The seat is from an old tractor. I could pull the engine out by removing four bolts and replace it with the engine from my 1980 Honda. It would take only two hours to change engines."

Fair built a steel frame to mount the engine and hydraulic pump (salvaged from an old New Holland swather) that operates the loader. The pump is belt-driven by the engine. He made a firewall to mount the voltage regulator, clutch and gas pedals, and dash. He used 2 by 4-in. sq. steel tubing to make the loader arms and made the bale fork as well as three different buckets (the one shown measures 5 ft. wide, 14 in. deep, and 12 in. high). "The small size of the bucket and a 100 lb. weight mounted at the rear of the loader keeps it from tipping," notes Fair. "I use two small power steering cylinders off an old Case combine to dump the bucket. I pull two pins to remove the bucket and two more pins to remove the bucket's dump cylinders. The hydraulic control levers were borrowed from an old Ford tractor."

Fair geared down the engine by adding a set of sprockets between the transmission and axles, which are both chain-driven. He raised the engine and transmission to make room for the drive system and lowered both axles by removing the pillow block bearings they were mounted on.

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