

He Wouldn't Sell Mystery Bale Mover

"We bought our bale mover for \$90 at an auction a few years ago and wouldn't sell it now for any price unless we could find another one just like it," says Buffalo, Mo., farmer Donald Clary, about his "mystery" bale mover.

The only problem with finding another one like it is that Clary doesn't know who built the one he has.

"It's homemade. You can tell that," he says. "I don't know who designed or built it, but I'd like to shake their hand. It works great."

Clary's bale mover is a wishbone shaped trailer with two 14-in. tires on stub shaft axles. It's 6-ft. wide by 8-ft. long, and hitches onto pickups, tractors, or cars with a pin hitch in the tongue.

A winch mounts in front of the wishbone on an upright about 30-in. high. A cable with eye hook on the end runs out

over the top of the bale. Once the hook is fastened on the far side, the bale is winched onto the trailer.

"Bales roll up on it really nice," Clary says. "It's balanced just right so you can roll bales - big ones or little ones - around by yourself."

Clary bought the bale mover four years ago and estimates he's moved at least 1,000 bales with it. "We haven't found one - 800, 1,000, 1,200, 1,500, even 1,800 lbs. - it wouldn't move," he says. "We've hauled bales 10 miles with it and we only lost one once. And that was because hay in the bale was too loose."

Clary says he wouldn't change a thing about the bale mover - except maybe to find out who built it.

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Mobile "Power Unit" Operates Silo Blower

Duane Checkalski, Weyerhaeuser, Wis., couldn't justify spending \$7,000 to \$10,000 for a used 80 plus hp tractor to operate his silo blower. Instead, he built a mobile "power unit" out of parts from an Oliver 70 tractor and a Ford F-150 pickup.

"I spent only about \$400 to build it," says Checkalski, who put the power unit together five years ago.

Checkalski paid \$150 for the tractor and \$100 for the pickup, which he bought without an engine. He cut off the front part of the tractor frame, keeping the rear axle, seat, steering rod, gas tank, and transmission. He bolted the front half of the pickup frame to the back half of the tractor. Then he mounted a 351 cu. in. V-8 gas engine and automatic transmission from a 1971 Ford LTD car on the frame. He replaced the tractor's 38-in. rear wheels with 20-in. truck tires to level up the frame, cutting the tractor wheel rims out to fit the smaller truck wheels. The 15-in. wheels in front are off the original pickup. A driveshaft couples the car transmission to the tractor transmission which he uses to engage or disengage the pto shaft.

"It's pretty ugly but it does the job. I only use it to fill silo," says Checkalski. "The first time I tried it I was really surprised how well it worked. Dynamometer readings show that it has about 120 pto horsepower. It has no trouble at all han-

dling my International 56 silo blower and is fairly fuel efficient. I can unload two wagon loads of silage per gallon of gas. It took about 50 hours to build and another 50 hours of thought.

"The tractor engine didn't have enough horsepower to operate the blower, but I couldn't replace it directly with the car engine because there wasn't enough room on the tractor. The tractor engine ran at 2,500 rpms, but the car engine runs at 4,000 rpm's which is too fast for the pto so I use the tractor transmission to slow it down.

"I mounted the car's ignition switch and cruise control on an aluminum control panel that I bolted onto the frame behind the battery box. I removed the instrument panel from the pickup and mounted it next to the battery box. I keep the speedometer at 50 mph in order to operate the pto at 540 rpm's and use the cruise control as a governor.

"The two transmissions provide 10 different travel speeds, but top speed is only about 5 mph because of the small wheels. By putting the car transmission in reverse and the tractor transmission in forward I can go in reverse. If I put both transmissions in reverse I go forward."

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"Built-It-Myself" Skid Steer Loader

Keith Berry built his own skid steer loader about 13 years ago and has used it hard ever since.

Dubbed the "Berry Cat", it consists of a pair of 1973 Chevrolet Caprice rear ends narrowed up to 4 ft. wide - from the outsides of each wheel. It's powered by a 1959 Austin 1100 4-cyl. gas engine complete with transmission and differential. The output shaft of the Austin drive axle chain-drives the Chevrolet axles (one of the axles was turned around so they'd both run in the same direction). A hydraulic pump, belt-driven off the engine, is used to operate a pair of cylinders that lift the bucket and another cylinder that tilts it. A single stick control is used for the hydraulics. To steer, he locks the brakes for both wheels on one side at a time.

Berry built two quick-tach buckets for the skidsteer - a narrow 28-in. wide digging bucket equipped with a cutting edge made from a truck spring and steel teeth,

and a 54-in. wide bucket for moving snow. He also built forks and a 6-ft. long leveling bar to do grading work.

"I didn't realize when I built it how handy it would be," says Berry. "It has enough weight and traction to fill the digging bucket even in the hardest ground. I built it extra heavy to make it more stable and to give the 15-in. snow grip tires more traction. I use it a lot to move heavy machinery into my shop in winter. I can replace the bucket with a quick-tach ball hitch that I use to maneuver trailers into the shop or around the yard.

"It lifts up to 10 ft. high and is fitted with roll bars to protect the operator. I used 1/2-in. steel plate to make the frame and 2 by 4 sq. steel tubing to make the lift arms. I always wear a seat belt so if I ever roll it I won't be thrown out."

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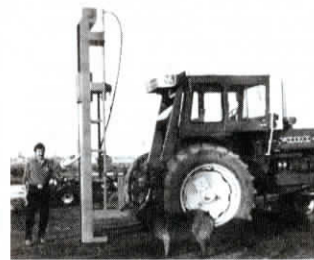
3-Pt. Post Pounder Has 950-Lb. Hammer

"It pounds posts fast. Works better than anything on the market," says Ken Coulter, Dutton, Ontario, about his 12 1/2-ft. high, 3-pt. post pounder equipped with a 950-lb. hammer.

Coulter used 6-in. channel iron and 1 1/4-in. sq. tubing to build the frame and mounted a home-built hydraulic cylinder at the top. The cylinder is half as long as the post pounder frame. A large pulley mounts on the end of the cylinder's piston, which pushes out toward the ground. Another pulley is mounted on top of the hammer guide. A steel cable is threaded through the two pulleys and down to the hammer. A control lever on the side of the post pounder hooks up directly to the tractor's hydraulic outlets. Coulter pushes the lever to release the oil from the hydraulic cylinder and drop the hammer.

The steel cable and pulleys make the stroke of the hammer twice as long as the cylinder. It takes longer to drive to the next post than it does to drive it," says Coulter. "A metal helmet covers the top of the post and is equipped with guides that hold the post in line."

Coulter used 1 3/4-in. steel plate to make the bottom of the hammer and 1/2-



in. steel plate to build a sq. steel box around it. The box is filled with molten lead. He made the hydraulic cylinder by salvaging the 6-in. dia. piston from the end of a hydraulic cylinder and built a guide to keep the piston centered inside a 7 1/4-in. dia. steel barrel. "There's just enough oil inside the barrel to lift the hammer. The cylinder doesn't displace much oil so it goes down fast," notes Coulter.

Coulter spent about \$650 to build the post pounder.

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