



"Schoolbus" Forklift

"It works beautifully and cost just \$2,200 to build," says Dennis Peterson, Ham Lake, Minn., about the forklift he built out of an old 40-passenger school bus.

Peterson got the 1954 Chevrolet bus free from a body shop, minus the engine but with new tires on it. He stripped it down to the frame and shortened the wheelbase to 7 ft. He turned the rear axle upside down so it would run in the opposite direction. Power is supplied by a 455 cu. in. Oldsmobile engine. The automatic transmission also came out of the Oldsmobile. He used sheet metal to make the hood, fenders, and running boards. The steering wheel, seat, and 7,000-lb. mast are from a junked forklift.

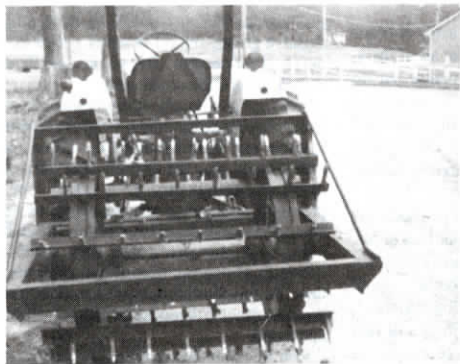
"It works as well as comparable commercial forklifts that cost up to \$30,000," says Peterson, who operates a sod farm. "It has plenty of power and will go up to 20 mph. I use it to haul pallets of sod to the end of the field. I go out in third gear to get the load and come back in second gear. The mast will lift 7 ft. high. I paid \$270 for the mast and \$300 for an electric thermostat-operated fan that's used to cool the radiator.

"I use a hydraulic pump from an old sod harvester to power the cylinders that



operate the mast. The pump is chain-driven off the engine crankshaft. The mast has four cylinders - one to raise it up or down, two to tip it forward or backward, and one to shift it from side to side. I use the bus's original power steering pump to provide hydraulic steering. The pump powers a hydraulic cylinder that's connected to a pair of tie rods that I welded onto the bus frame. A hydraulic cylinder is used to operate the brakes."

Contact: FARM SHOW Followup, Dennis C. Peterson, 15939 Naples St. N.E., Ham Lake, Minn. 55304 (ph 612 434-5171).



Railroad Spike Pasture Aerator

One-of-a-kind home-built aerator uses railroad spikes to renovate pastures by punching thousands of holes per acre that let air down into the root zone and help water and fertilizer penetrate.

It's the brainchild of Ernest Keheley, Marietta, Ga., who built the 3-pt. mounted rolling aerator from scratch. It consists of two heavy steel antique wagon wheels mounted about 4 ft. apart with an axle running between them. A series of heavy angle iron crossbars weld to the outer

circumference of the wheels, extending about 6 in. to the outside of each wheel. Eight railroad spikes are welded to each crossbar, staggered from bar to bar so they'll punch closely spaced rows holes. A heavy tube steel frame is built around the rolling aerator. To operate, you just drop it to the ground and drive ahead. For transport, it raises on the 3-pt.

Contact: FARM SHOW Followup, Ernest Keheley, 4420 Keheley Rd., Marietta, Ga. 30066 (ph 404 926-6649).

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Some of the best new products we hear about are "made it myself" innovations born in farmers' workshops. If you've got a new invention or favorite gadget you're proud of, we'd like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so, where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? (Send to: FARM SHOW, Box 1029, Lakeville, Minn. 55044)

Harold M. Johnson, Editorial Director



Improved Versatile Swathers

After years of being exposed to dirt, bugs and the weather while operating their 400 Versatile swathers, Steven and James Bopp, Cogswell, N. Dak., decided to find a way to equip the machines with cabs.

They discovered they could mount cabs from 715 IH combines on the swathers with only minor alterations. Total time to mount took less than 3 hours, since they fit almost perfectly to the operator platform. And that included hooking up lights and fan. They didn't hook up air conditioning but may do it later.

Cost of the modification was about \$700 plus labor per unit.

The Bopps also discovered a simple way to oil the hydro slide rail on their 400 Versatile swathers. They simply cut a hole in the side of the steering shroud beneath the steering wheel for easy access. In operation, the hole is covered by a spring-loaded sheet metal cover that



quickly slides to the side for maintenance.

Contact: FARM SHOW Followup, Steven & James Bopp, Rt. 1, Box 154, Cogswell, N. Dak. 58017 (ph 701 724-3929).