

Made It Myself

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Giant Self-Propelled 750-Bu. Grain Cart

By C.F. Marley

There's probably never been another grain cart built that can match the power and carrying capacity of this home-built 750-bu. self-propelled grain cart built by Butch Uhnken, Jacksonville, Ill., using a big 4-WD Caterpillar 518 log skidder.

Uhnken builds a lot of his own equipment, usually when he needs something that he can't find on the market. In this case, he wanted a big capacity grain hauler that could go anywhere under virtually any conditions. It took him two years to build the one-of-a-kind machine.

Uhnken bought the Cat tractor used and totally revamped it, removing the original winch and tower used to skid logs, and adding a cab. The 150 hp. tractor is powered by a 3304 Cat 4-cyl. engine. It has a torque converter and a 3-speed transmission.

The big 750 bu. cart it pulls was built from scratch in Uhnken's shop. He used 14-in. I-beam - it weighs 40 lbs. per foot - for the frame of the cart. The sides of the wagon box are 11 ga. steel. The ends are 10 ga.

Uhnken, who builds much of his own machinery, says he has his own rule of thumb for building equipment. "I figure out how strong it should be and then I

double it," he says.

The gooseneck on the grain cart connects to the tractor with a 6-in. ball special-built by Uhnken. The cart's axle is from a 310 Michigan earth mover. He widened it out 5 ft. for a total width of 12 ft., 6 in. Both the tractor and wagon are equipped with air brakes.

Uhnken designed a 16-in. fold-down unloading auger for the cart, powering it with a Perkins diesel engine originally built for a truck-mounted refrigerator unit. There's also a 12-in. dia. shielded auger at the bottom of the cart with a gate that lets Uhnken control the flow of grain into it so it can always be started. It's hydraulically-driven at the rear of the cart by an orbit motor salvaged from a Case garden tractor.

One interesting feature of the cart is that the left side of the box is 1 ft. higher than the right side. That's because the combine loads the cart from the right. The higher left side keeps grain from spilling over.

The big cart has a road speed of 15 mph. Contact: FARM SHOW Followup, B.L. Butch Uhnken, 25 W. Fair, Jacksonville, Ill. 62650 (ph 217 245-4359).

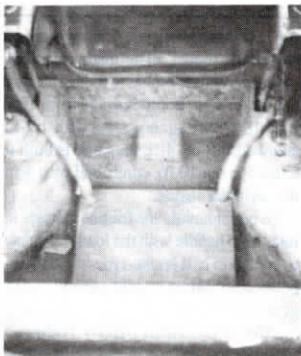
Cold Weather Foot-Warmer

"We made a foot warmer for our skid steer loader that keeps feet warm in coldest temperatures. The idea would work on any equipment with a water-cooled engine," says Mark Brown, Le Mars, Iowa.

"It's a 1-in. thick, 16-in. sq. box made out of sheet metal to fit the floor of our skid steer loader. There's a pipe nozzle on each side for heater hoses. One hose comes directly from the water pump and the other one goes into the engine block. It's just like plumbing in an engine heater. When the engine gets warm the box is hot to the touch but not hot enough to burn overshoes or boots.

"Our loader doesn't have foot pedals but I'm sure you could also put a heater box on each pedal.

"We've used the foot warmer for two years. In summer I just shut off an in-line



valve and leave the heater in place."

Contact: FARM SHOW Followup, Mark Brown, Rt. 3, Box 104A, Le Mars, Iowa 51031 (ph 712 568-3303).



Self-Propelled "Liquid And Dry" Electric Feed Cart

"It makes feeding our calves a quick, easy job," say workers at Maxon Dixon Farms, Gettysburg, Penn., who built a 3-wheeled self-propelled "liquid and dry" electric feed cart. They use it to feed 150 calves inside two 300-ft. long open-front calf sheds.

The cart is equipped with a 600-lb. capacity dry wooden feed box and an 85-gal. stainless steel barrel to hold colostrum. The operator stands on a platform at the rear of the cart as he drives down a 10-ft. wide alley alongside the calf pens. A bucket is used to scoop dry feed out of the 4-ft. wide, 3-ft. long, and 2-ft. high box. Feed is dropped into buckets mounted on rails alongside the alley. A 25-ft. long plastic milk hose is equipped with a gas nozzle to pump colostrum from the barrel into 12-quart buckets which are then placed inside brackets welded onto the rails.

The cart, which eliminates the need to

make two separate trips and feeds 150 calves in only an hour, is powered by a 24-volt electric motor that drives a hydrostatic pump coupled to a Volkswagen car transmission. The cart's rear axle and tires were also salvaged from the Volkswagen. Angle iron was used to build the cart's frame and a steel plate was bolted to it to mount the milk tank. A small box next to the steering lever is used to carry supplies, and front and rear-mounted steel platforms are used to carry buckets.

The colostrum is soured for 3 weeks and refrigerated to keep it from getting rancid. A 12-volt pump powered by a pair of batteries mounted on the side of the cart is used to pump out the milk.

The cart cost \$4,500 to build.

Contact: FARM SHOW Followup, Maxon Dixon Farms, 1800 Maxon Dixon Road, Gettysburg, Penn. 17325 (ph 717 334-4056).



"Shorty" Pickup Salvaged From '64 Dodge

"It has more pulling power than a conventional pickup and has no bed which eliminates the need for a truck license," says Roger Fisher, Spirit Lake, Iowa, about the "shorty" pickup he built by cutting off the rusted-out bed from a 1964 Dodge 3/4-ton pickup and moving the rear axle forward.

Fisher cut off the pickup frame right behind the cab, shortened the drive shaft by 4 ft., and slid the axle and springs up to the cab. He mounted 15.00 by 78 dual tires on the rear axle, used half-barrels as

fenders over them, and added a rear hitch. He left the pickup's original 4-speed transmission intact.

Fisher uses the pickup to pull a round bale trailer that he built from a 32-ft. long, 8-ft. wide single axle trailer house frame. He stripped the trailer of everything but the floor and bolted 4 by 8-ft. sheets of 3/4-in. plywood to it.

Contact: FARM SHOW Followup, Roger Fisher, Box 9048, Spirit Lake, Iowa 51360.