



Cate built his "Jeepor" out of a Jeep pickup fitted with tractor and combine tires. A dual-purpose hydraulic lift system mounts on back.

"Jeepor" Great For Moving Round Bales

Delbert Cate's big bale hauler has the comfort of a pickup and the power of a tractor. He built it out of a Jeep pickup fitted with tractor and combine tires. It features a dual-purpose hydraulic lift system he made from scratch.

"I use my 'Jeepor' to move 700 5 by 6-ft. bales a year," says the Riceville, Tenn., farmer. "It has a lot of advantages over moving bales with the Deutz tractor and homemade fork lift I used before. For example, there are no starting problems with the gasoline engine in winter. I stay dry and warm in the cab during winter and I can haul bales on the road at up to 30 mph, compared with 13 or 14 mph

with the tractor. That's a big plus because I have to haul some bales up to a mile from my place."

Cate used a 1978 3/4-ton Jeep 4-WD pickup equipped with a 360 cu. in. V-8 engine and 4-speed transmission. He bought it from a farmer for \$700, then stripped the bed off.

He replaced the Jeep's rear axle with a heavier one off an old GMC 1 1/2-ton truck. The GMC's axle has a low, 6:6 gear ratio, necessary to keep the big rear combine and front tractor tires in synch.

To replace the truck's tires with 14.9 by 26-in. combine tires, Cate made an adapter plate out of an old truck rim to match up the combine rims with the truck's 6-lug rims.

Front tires are 18.1 by 16-in. flotation tires off a tractor. Like the combine tires on the rear, they help prevent the rig from tracking up fields during winter, Cate notes.

However, to mount the front wheels on the Jeep's axle took some doing, he adds.

"It was the hardest part of the project," he says. "I took the regular truck rim out and welded a center into the tractor rim so I'd have the same bolt pattern on the front and rear."

Cate installed a lower geared transfer case out of a 1 1/2-ton 4-WD truck behind the Jeep's transmission so it would handle the larger rear end.

To lift bales, Cate built a heavy-duty, dual-purpose loader. He made a 3-ft. wide by 4-ft. long A-frame that mounts behind the cab of the Jeep out of 4 by 6-in. and 4 by 4-in. tubing.

A pivot welds behind the cab to raise and lower a 4-ft. long bale spear, made of 3-in. dia. solid steel pipe, with a hydraulic system that's belt-driven off a pulley on the Jeep's crankshaft.

Two hydraulic cylinders raise and lower the spear, which attaches and detaches from the loader with a pin.

"When I don't need the spear, I can use it for other jobs with the 38-in. long forks off an old forklift. The forks fold out and lock in place on the end of the loader," Cate says.

Front and back fenders Cate fashioned out of aluminum sheeting complete the 'Jeepor.'

Altogether, Cate says he has about \$1,500 invested in the project.

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High-Lift Dump Cart Loads Fertilizer

A Minnesota farmer who grew tired of having to drive his dry fertilizer spreader back and forth from field to yard for refills built a high-lift 2-wheeled dump cart that allows him to load the spreader right in the field.

Mark Spielman patterned the 4 1/2-ton capacity cart after a Richardton forage box. A local fabricating shop made the box which Spielman mounted on the axle off an old Deere pull-type combine. The hinged box is raised or lowered by a pair of 4-ft. hydraulic cylinders. Spielman stores fertilizer in a shed with a concrete floor. He uses a skid steer loader to load fertilizer into the cart. He uses a pickup to tow the cart to the field. Quick couplers mounted on the cart allow him to use the tractor on the spreader to power the cart.

"It's a fast, efficient way to handle fertilizer," says Spielman. "I have some fields that are 9 miles away. If I think I'm going to run out of fertilizer I can call my wife on the mobile phone and have her bring the cart to me so I can finish the field. I pull the spinner spreader behind a field cultivator pulled by my Challenger 75C tractor."

Spielman used channel iron to make the cart frame. The 13 by 16.1 wheels are off



Spielman patterned the 4 1/2-ton dump cart after a Richardton forage box.

an old Massey combine. He used the wrist pins (bushings) from an old engine to make the hinges. To reduce spills when dumping fertilizer he added steel corner guards to the cart and wooden splash boards to the spreader.

Spielman spent about \$3,000 to build the cart.

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Bucket is equipped with a rotating reel that helps scoop rocks off the ground. Dirt drops out through tines as rocks slide into back of bucket.

First-Of-Its-Kind Rock Picker Bucket

"It's the fastest and easiest way ever developed to pick rocks," says Dale Buysse, inventor of a new-style rock bucket with a rotating reel that pulls rocks into the bucket.

Buysse spent 3 days demonstrating the rock picker at the recent Farmfest farm show held near Redwood Falls, Minn. Crowds gathered around to watch him demonstrate how the bucket effortlessly picks up rocks ranging from 1 3/4 in. dia. up to as big as 30 in. dia.

Buysse, of Ghent, Minn., developed the new rock picker for his own use to mount on his skid steer loader. It worked so well, he hooked up with Loftness Specialized Farm Equipment of Hector, Minn., to manufacture it. Loftness manufactures stalk choppers, snowblowers, truck boxes, and more.

The 6-ft. wide rock bucket has evenly spaced steel rod teeth across the front lip that are angled into the ground. They scoop rocks out of the ground, letting dirt drop out as the rocks slide into the back of the bucket. As needed, the rotating reel mounted above the front edge of the bucket,

turns down to help pull the rocks out of the field or knock them into the back of the bucket. The reel runs in either direction so if it catches on a rock, you just reverse direction.

"When the bucket's full, I dump the rocks into a trailer or truck, or you could pile them up at the edge of the field. Skid steer loaders are so much more maneuverable than a tractor that I can clear a field with this rig in the fraction of the time of any other rock picker I know of," notes Buysse, adding that the rock bucket could also be fitted to a tractor front-end loader although visibility would not be as good. He's working on a model to fit Ford New Holland "Versatile" bi-directional tractors.

A 6-ft. bucket sells for \$2,795. A 4-ft. model sells for \$2,495. An auxiliary hydraulic outlet is needed to operate the rotating reel.

For more information, contact: FARM SHOW Followup, Loftness Specialized Farm Equipment, Hector, Minn. 55342 (ph 612 848-6273; fax 62699).