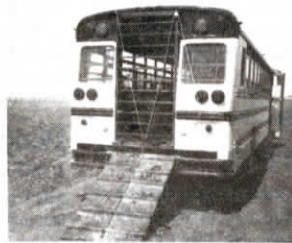


## Low-Cost Cattle Hauler

Jim Schlaefli, Downs, Kan., converted an old 60-passenger school bus into a "cattle bus" which he uses to haul cows and yearling heifers from one pasture to another and to market.

"It handles like a truck and is a lot cheaper than a \$4,000 stock trailer," says Schlaefli, who operates a 170 head cow-calf operation. "I got tired of having to convert my grain truck to haul cattle. It took two hours to switch endgates and install stock racks, and after I finished hauling cattle I always had to clean out the truck so I could haul grain. My 'cattle bus' can haul 15 cows or 23 yearling heifers, which is a good load for the 350 cu. in. Chevrolet engine. The bus is equipped with a 4-speed transmission and a 2-speed rear end."

Schlaefli removed the seats and closed the front of the bus off with a sheet metal wall braced by angle iron which he bolted to both sides of the bus. He removed the rear door, cut out the opening to the top of the bus, and installed a home-built



tailgate. A sliding steel grate covers the rear opening in transport. An unloading ramp, made out of square tubing and tread plate, stores between the bumper and frame during transport. Schlaefli replaced the glass windows with steel bars made from 1 1/2-in. sq. tubing and painted the bus white with black stripes.

Total cost for miscellaneous parts, and including \$750 for the used bus, was \$1,300.

Contact: FARM SHOW Followup, Jim Schlaefli, 1305 Prentiss, RR 2, Box 42, Downs, Kan. 67437 (ph 913 454-3883).

# FARM SHOW

## "Made it Myself"

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



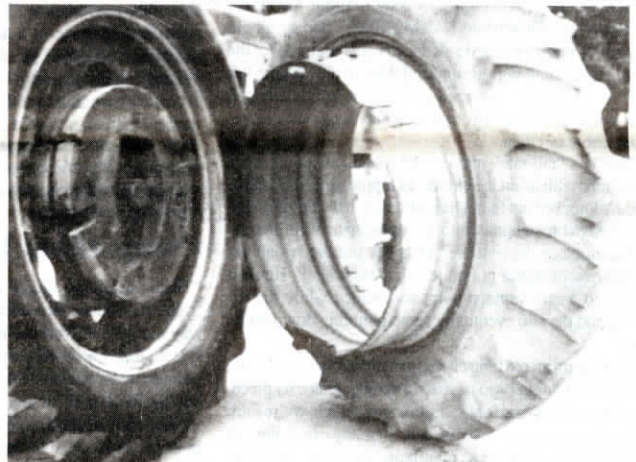
## 3-Pt. "Long Log" Splitter

Jim Spaid, Grant City, Mo., built a 3-pt. hitch log splitter from 6-in. sq. tubing.

"We heat our home with a 'longwood furnace' so I wanted to split large logs into sizes that could be easily handled by my wife and me. I couldn't find a log splitter on the market that suited my needs or budget so I built my own. The 6-in. sq. tubing doesn't bind like I-beams. The cylinder has a 42-in. stroke. With the 3-pt. hitch I can drop the splitter to

ground level to load large logs, and raise it to waist level to work logs without straining my back. This splitter is also unique in that I mounted the splitting wedge on the cylinder piston rather than on the backstop so that the log remains in one place. This eliminates chasing after the log for additional splitting."

Contact: FARM SHOW Followup, Jim Spaid, Rt. 3, Box 64, Grant City, Mo. 64456 (ph 816 786-2224).



## Low-Cost Way To Mount Duals

Faced with soil compaction problems and loss of traction, A.J. Heinrichs, Earlimart, Calif., found a quick and easy way to install duals on his 1978 International 706 tractor by welding a pair of 36-in. rims which act as spacers onto an extra pair of 38-in. rims which he then mounted onto the tractor wheels.

"I like the buoyancy of duals but I couldn't find any for the 706 tractor," says Heinrichs. "With this system I just leave everything on the tractor as is and bolt on the extra tires. There are no axle extensions, special hubs or clamping mechanisms to bother with. Mounting takes about 10 minutes."

Heinrichs fit the flange of the 36-in. rim inside the flange of the 38-in. rim and welded them together. He then cut off the flange on the opposite side of the 36-in. rim so that it fits inside the tractor rim and against the tractor wheel casting. The next step was to weld four metal gussets just inside the inner edge of the

36-in. rim. He then drilled four 7/8-in. holes through the gussets into the wheel casting. He also cut a notch in the 36-in. rim to allow for the valve stem on the 706's wheel rim. To install the duals, Heinrichs jacks up each tractor wheel a little, rolls the extra tire into it, and tightens the four bolts.

"I leave the weights on the tractor and I don't put fluid in the outside tire which makes it easier to mount the wheels," says Heinrichs. "I use my 90 hp 706 tractor mostly to cultivate and fertilize my cotton land and to pull a landplane. Before I had duals I could hardly turn on the ends of the field while pulling the landplane. The duals reduce slippage so much that my 706 now does an outstanding job of handling my landplane and reduces soil compaction at the same time."

Contact: FARM SHOW Followup, A.J. Heinrichs, Rt. 1, Box 222, Earlimart, Calif. 93219 (ph 805 849-2648).

## Built-It-Yourself "Chop" Saw

It cost Mark Kieler, Darlington, Wis., about \$11.50 to build his own "chop saw" using junked components.

"I couldn't justify the cost of a new saw so I built my own. The base is made out of two pieces of 4-in. channel iron with angle iron cross pieces that accommodate easy-adjust swiveling clamps that let you hold pieces to be cut at varying angles. A 1/3-hp. washing machine motor powers the blade. The spring-loaded saw arm mounts atop another piece of channel iron at one end of the base and pivots on a metal rod that hinges in two short pieces of 1/4-in. pipe that are welded to the channel iron mount.

"The only parts I bought were a small motor arbor threaded with a left hand nut (\$3.50), an ordinary light switch (\$2.50) to turn it on and off, and the blade (\$5.50). I put a large washer on either side of the blade and used a grinding wheel bushing



to reduce the size of the 1-in. blade hole. I made a guard to cover the top and sides of the blade out of steel plate.

"I've used the saw for 2 years and it works great."

Contact: FARM SHOW Followup, Mark Kieler, 20038 Holland Rd., Darlington, Wis. 53530 (ph 608 776-3565).