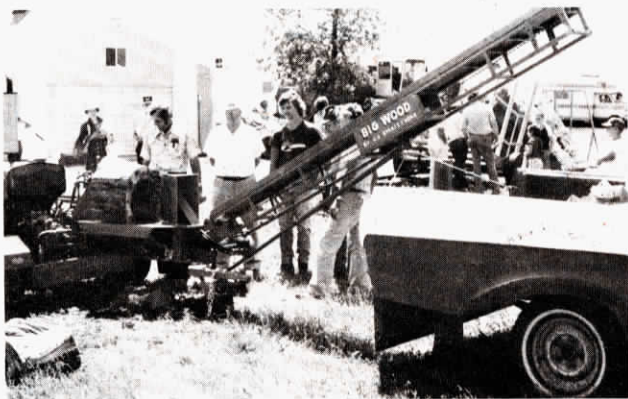


## “Made it Myself”

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?

Harold M. Johnson, Editor



### Splitter Also Loads Logs

C. J. Spartz, of Osseo, Minn., built himself one of the largest log splitters we’ve ever seen, and one of the few log splitters equipped with a side elevator for automatic loading of chopped wood into a pickup, truck or trailer.

The “Big Wood” splitter has a 37 hp., V-4 Wisconsin air-cooled engine and can easily split logs up to 30 in. in dia. and 24 in. long.

“I built the splitter for my own use,” explains Spartz. “We have a large home which we heat entirely with a wood-burning furnace.”

A 12 in. by 12 in. H-beam makes up the main log rest. Alongside it is a 3/4 in. steel flange which helps support the

log. The pusher plate is 16 in. sq. and one in. thick. High carbon steel lets the 16 in. long wedge take care of even the toughest wood.

An elevator similar to a bale elevator automatically loads split logs onto a truck or tractor, or into a pile. It’s powered by a hydraulic motor. The elevator adjusts to various elevations.

The 2,700 lb. splitter rides on its own sturdy two-wheeled, ball hitch trailer. Spartz says he would like to find a manufacturer to build the splitter-loader commercially.

For more details, contact: FARM SHOW Followup, C.J. Spartz, 11100 89th Ave. N., Osseo, Minn. 55369 (ph 612 425-2632).

### Home-Made Light-Duty Loader

Minnesota farmer Bruce Harren, of Avon, needed a light-duty loader for cleaning his barn and farmyard, but he didn’t want to invest several thousand dollars in a commercial skid steer loader. So, he built his own.

Harren used the 4-cylinder, water-cooled engine and 4-speed manual transmission from a Ford Pinto to create a power train for his loader. It features front-wheel drive, rather than 4-wheel drive. “It was simpler to make with just front-wheel drive,” says Harren. “Also, with this arrangement, the more weight you have on the loader, the more traction you have.”

The rear wheels do the steering. Since reduction gears transfer power from the engine to the chain drive, ground speed is about the same as that of skid steer loaders.

A drive axle from an old truck became the loader’s front axle. Harren narrowed it down so the loader would fit into narrow areas. A pair of small tractor tires serve as drive wheels. The rear wheels were salvaged from an old hay conditioner. “You can almost turn on a dime with-



out any of the wheels bouncing or skidding,” Harren notes.

Two hydraulic cylinders lift the bucket, and two others control the dumping. The loader can lift a 300 to 400 lb. payload, according to Harren. He has a 4 ft. manure bucket and a hay fork for the loader. He’s thinking of buying a new front-mounted hydrostatic-drive mower for mowing his four-acre lawn.

A 200 lb. chunk of concrete on the back provides ballast to counterbalance the loader up front. Harren figures he invested “about \$1,500 and a couple of winters” to build it.



### Overload Axle Increases Truck’s Capacity

Mike and Edsel Thomas, Petersburg, Ill., boosted load capacity of their one-ton truck by equipping it with a home-made overload axle.

The add-on axle rides up free and clear of the road when the truck is empty. But, when the load gets down on the overload springs, the axle comes into contact with the road, making it possible to carry an extra 50 bu. of grain, or heavier livestock loads, in the one-ton truck.

The axle was designed to permit use of a hydraulic cylinder to mechanically raise and lower the rear axle. In use, however, the Thomases have found that the hydraulic cylinder doesn’t add much. Instead, they rely solely on a hand operated

adjusting link. Once it is properly adjusted, the overload springs do the rest.

The overload axle, rated at 6,000 lbs. of load, was salvaged from a house trailer.

The axle actually is a heavy pipe. To shorten it so it would tread precisely behind the inside dual on their truck, Mike cut 30 in. out of the middle.

Since they have extra load capacity, the Thomases increased length of the truck bed to 10 ft. At that length, the truck would be rear-end heavy without the overload axle.

The Thomases say they have had little or no traction problems since adding the overload axle.