

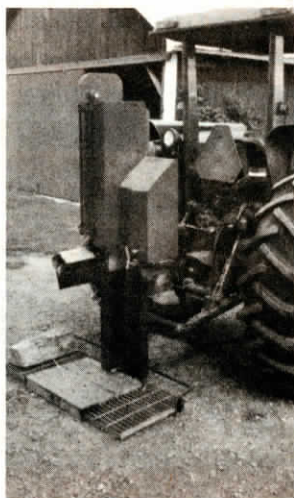
## Rear 3-Pt. Log Splitter

"I built this splitter to split large chunks of white oak as big as 36 in. round," says Stan Dale, Midland, Mich., who's splitter mounts on a tractor 3-pt.

"I can drop the splitting table all the way to the ground, roll the log onto it, and then pick the entire splitter up to a comfortable working height. The wings on each side catch the wood as it splits so I don't have to pick it off the ground again.

"A key feature of the splitter is that the wedge moves through the wood rather than pushing the wood onto the wedge, as on most splitters. It gives better control with the block sitting on the platform so crooked cuts don't cause a problem. I make a few 'pimples' on the cutting table with my welder to keep the wood blocks from sliding out as they're split.

"The cylinder and valve cost a little over \$200. The rest of the



material in the splitter came from a salvage yard," says Dale.

Contact: FARM SHOW Followup, Stan Dale, 1370 4 1/4 Mile Road, Midland, Mich. 48640.



## Tractor Mud Wheels

"They'll pull a corn chopper through more mud than a big 4-WD," says Bruce Rootkie, Brook Park, Minn., about the home-built mud wheels he made from scratch and mounted on his IH 986 tractor.

"The outside rim on each tire consists of two 8-in. pieces of channel iron that were rolled into circles and then welded together side by side to make a 16-in. wide wheel. The steel lugs were made from pieces of 2 1/2 by 4 1/2 by 1/2 in. angle iron. I staggered two sets of lugs on each wheel in order to get a smoother ride.

"To mount the steel wheels

on the tractor, I rolled two 3-in. wide pieces of angle iron and welded them together. Then I drilled holes to bolt them to the tractor hub. I then welded spokes made from 1 1/2 by 3/8-in. bar stock, between the inner and outer wheels.

"These mud wheels are extremely strong. I used them to pull a corn chopper through wet ground in corn this fall. They give a smooth ride in the field and can be removed when no longer needed," says Rootkie.

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## "Out Of The Way" Bale Spike

"I needed a big bale spike that wouldn't interfere with a gooseneck trailer hitch in the bed of the pickup or stop me from using the tailgate," says Pat Murphy, Fort Scott, Kan., who built his own "out of the way" spike.

"The spike is operated by an electric hydraulic unit under the seat in the cab through a cylinder mounted in front of the bumper under the bed floor. The cylinder is connected to the spike by a floating link which rides on carrier bearings in channel iron. These bearings support the bale weight which guarantees there's no damaging side load pressure on the cylinder ram.

"The spike attaches to the top of the bumper in line with the truck frame. Because it's at-

tached by three 1-in. pins, it can be attached or removed in seconds. When removed, the cylinder retracts the floating link which leaves nothing to interfere with the normal use or appearance of the truck.

"Safety of the spike when carrying a bale is improved by locating the shorter stabilizing spike low and centered under the main spike. The spike is made from square tubing so it's light enough that anyone can handle it while attaching or removing.

"I've used this spike for over 2 years and it's never required alteration or repair," says Murphy.

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## Home-Built "Truck-Tor"

"I made a truck-tor from the front-end of a 1969 Ford F-350 and the rear half of a Massey-Harris #30 tractor," says Jim de Bruyn, Kerwood, Ontario.

"The truck transmission has 4 forward gears plus reverse. The tractor has 5 forward gears plus reverse. This gives it a combined total of 21 forward speeds and 9 in reverse. Top highway speed is about 30 mph. I hooked up linkages to shift the tractor transmission and engage the tractor pto from the pickup cab. The muffler was homemade from muffler plans we read about in FARM SHOW (Vol. 7, No. 3).

"The truck-tor, which I completed last winter, is equipped for comfort with lights, horn, turn signals, AM-FM radio, and heater. I built a carry-all box on back to carrying grease guns, spray jugs, oil jugs, and so on. I gave it a John Deere green paint job as a finishing touch.

"It's great for spreading manure, hauling wagons, and driving to and from fields during planting and harvest. Nice to do chores while riding in comfort," says de Bruyn.

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