Bridge Made From Two Old Truck Frames

When the old stone and timber bridge over a small stream on his farm started falling apart, George Reesor, Stouffville, Ontario, found a way to build a new bridge out of a pair of truck frames and several railroad ties.

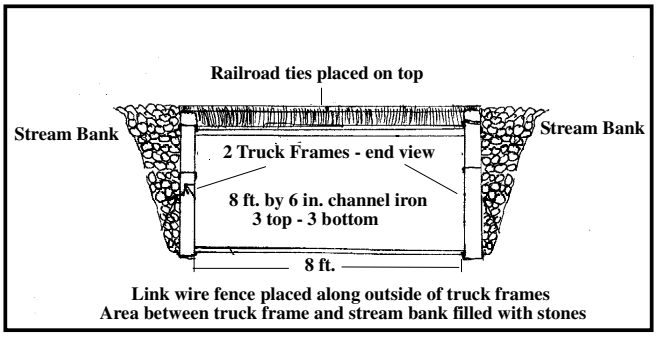
"It was fun to build and should last a long time. I spent only about $300," says Reesor, who has used the bridge for nine years. "It easily carries the weight of a 150 hp tractor and is 17 ft. wide so I can take wide equipment across it. It's better than a poured concrete bridge where I might have big problems if the bridge ever washed out or shifted. My bridge is actually a rectangular steel 'box' surrounded by stones. If it ever does wash away I can just use a tractor and chain to pull it back into position."

Reesor cut the springs and axles off two 17-ft. long 1951 Ford 1-ton truck frames. He then stood the frames on their sides, running lengthwise along each side of the creek, and welded six 8-ft. lengths of 6-in. channel iron between the two frames - one at each corner and two in the middle. The result was a 17-ft. long, 4 by 8-ft. rectangular steel frame.

He ran 4-ft. tall wire fence around the full length of each frame, then dumped rocks behind and around each frame. He placed railroad ties across the top of the frames and welded short lengths of angle iron onto the ends of the frames to keep the ties from sliding off. He used small stones to fill in the spaces between the frames and stream bank.

"The link wire fence keeps the stones from going through the truck frame and into the creek," says Reesor. "The pressure of the stones caused the link wire fence to bulge inward, ensuring that the frame is well anchored to the bank. I've seen spring flood waters pour through within a few inches of the railroad ties, but so far the bridge hasn't budged," says Reesor.

Contact: FARM SHOW Followup, George Reesor, 11893 McCowan Rd., Stouffville, Ontario, Canada L4A 7X5 (ph 905 640-2118).



Bale Spear Extension For Front-End Loader

"It's a simple way to raise the bale spear 2 ft. higher so I can stack bales three high with the loader on my Farmall 606 tractor," says David Wreath, Sharon, Okla., who used oil drill pipe and other scrap steel to make a pivoting bale spear attachment.

"A pair of cylinders tilts the spear forward or backward. Works great for placing bales into feeders. When the loader is dropped to the ground, the spear slips right into the center of the hole. I used a piece of 2-in. solid cold roll to make a new spear. I made it about 4 ft. long so the bale won't slide off and so that I can stack bales three high in our barn and also load them onto our gooseneck trailer.

"The 606 was an experimental tractor built low to the ground. IH built only six of them."

Contact: FARM SHOW Followup, David Wreath, Rt. 1, Box 354, Sharon, Okla. 73857 (ph 405 866-3380).

He Turned His Pickup Into Mini Cattle Truck

"I've hauled about 1,500 calves in it so far. It's the most fuel efficient way I've ever seen to haul them. I love it," says Glenn Moyer about his custom-built all-aluminum mini livestock box that slides into the box of his pickup like a camper.

Moyer, a Telford, Pa., custom calf raiser, designed the cattle hauler specifically for his 1989 1/2-ton Chevy pickup equipped with 350 cu. in. engine and automatic overdrive transmission. The Eby Company (1194 Main St., Blue Ball, Pa. 17506; ph 717 354-4971) built it for him two years ago.

"I can haul up to 12 newborn calves at one time or 8 started calves weighing around 225 lbs.," Moyer says. "It's compact and easy to install simply by removing the tailgate and bolting it to the bed."

The truck body is 8 ft. long by 4 1/2-ft. wide and weighs only 500 lbs. Its curved roof and front sides are only a couple of inches higher than the pickup cab. Its shape makes it aerodynamic and its compact size makes it easy to store when it's not in use. It's removed from the pickup quickly and easily by removing bolts and lifting it off the pickup with eye bolts on top.

There's a roll-up door on back and drop gate with stamped out steps for loading and unloading calves.

It has four Plexiglas strips per side, two of which are on tracks so one or both can be removed to increase ventilation.

A Plexiglas panel in front of the body matches the size of the pickup's rear window so Moyer can always see what's going on inside.

An aluminum divider panel suspended from the ceiling is flipped down to divide the unit in half when Moyer has only half a load, when he's hauling calves to or from two different locations, or when he's hauling both smaller and larger calves.

A compartment for tools and emergency equipment is located in the upper front portion of the body. Another compartment, 6-in. deep and 1-ft. wide, runs the height of the body on the driver's side. It's used for storing boots and overalls.

Cost of Moyer's mini cattle truck body was about $3,000.

Contact: FARM SHOW Followup, Glenn Moyer, 941 Long Mill Rd., Telford, Pa 18969 (ph 215 723-9451).

Simple 3-Pt. Lift Hoist

"There are a couple portable hoists on the market that offer as much clearance as mine, but they're expensive. This one cost virtually nothing to build," says Harold Witulski of Beatrice, Neb., about his high-reach, 3-pt. mountable lift hoist for working on center pivots.

Disconnecting a center pivot requires at least 13-ft. of clearance, he notes. With the 3-pt. on Witulski's 1800 Oliver tractor raised all the way and the hoist's lift arm fully extended, the hoist provides at least 14-ft. of clearance.

He started by cutting the 4 by 6-in. steel frame off an old 6-row cultivator to make the 7 1/2-ft. lift arm and 7 1/2-ft. upright. He made gussets for the pivot point out of 1/2-in. plate steel and used 1 1/2-in. dia. tubing for the hinge.

A 24-in. hydraulic cylinder raises and lowers the arm. Its position is adjustable by loosening U-bolts on the cylinder brackets on the upright and lift arm.

Witulski mounted the cultivator's 3-pt. hitch on the hoist. He made a lower crossmember with vertical supports out of 4 in. sq. tubing to attach to the 3 pt's. lower arms. He made an 8 in. sq. bracket with a clevis for the top link. Like the hydraulic cylinder, the position of the mounting bracket on the upright is adjustable with U-bolts.

"It's also real handy around the shop for pulling engines and lifting other heavy objects," Witulski adds.

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