Add-on dump kit makes use of an exhaust-powered bag that lifts up to 1 1/2 tons.

NO NEED FOR EXPENSIVE HYDRAULICS

Exhaust-Powered "Dump Bag" Now On Market

That Australian-made dump bag for pickup boxes and trailers that we first told you about two years ago is now on the market in North America thanks to a Canadian firm that recently starting importing the exhaust-powered dump system.

The add-on dump kit makes use of exhaust-powered bags that were first developed for use as portable car jacks. "It's a simple way to turn a pickup into a dump truck. No need for expensive and complicated hydraulics," says Dan Hunski, of Holland Equipment, Ltd.

The heavy nylon canvas bags are fitted with one-way valves that let air in but don't allow it to escape. The bags inflate with as little as 8 psi yet will lift up to 1 1/2 tons.

The bag mounts between two sheets of plywood, one which attaches to the frame of the truck and the other to the underside of the box. A fill hose attached to the bag is fitted with a rubber cup. To dump a load, you just hold the cup over the truck exhaust pipe. The bag fills in less than half a minute to dump the load. To lower the box, you simply open a valve on the hose.

Works on any size truck. Kit sells for $500. An optional hinging system is available to fit most pickups. A small dump trailer fitted with a bag dump is also available.

For more information on the dump bag, contact: FARM SHOW Followup, Holland Equipment, Ltd., 20 Phoebe Street, P.O. Box 339, Norwich, Ontario N0J 1P0 Canada (ph 519 863-3414).

FRONT HALF IS A PICKUP, BACK HALF A TRACTOR

He Built His Own 4-WD "Truck-Tor"

Darrel Foster's 4-WD "truck-tor" looks like any other pickup from the front. But walk to the rear end and you'll see that the back half is a tractor.

"It gets lots of attention wherever I go," says Foster, of Springfield, Ohio, who built his "truck-tor" from a 1974 International 3/4-ton 4-WD pickup and an old Minneapolis Moline 302 tractor.

The "truck-tor" is equipped with a 3-pt. hitch, hydraulics, and reversible pto. Foster controls all tractor functions from inside the pickup cab by means of rods connected to the tractor rear end's brakes, pto, high-low transmission, gear shift lever, and hydraulic levers. There are four transmissions - two in the pickup and two in the tractor. The combination of the pickup and tractor transmissions provides 36 forward gears and 16 reverse gears.

Foster says his "truck-tor" could be used for pulling wagons, raking hay, spreading fertilizer, hauling manure, and would work great as a pto-powered ditching machine because it can run very slow. "It's at least equal to a 100 hp tractor and was a big hit at our local Steam Thresher's reunion. I've even entered it in tractor pulling contests where it did very well. I put the tractor transmission in neutral and the truck transmission in gear to operate the pto and hydraulics. By shifting the pickup into 4-WD and leaving the rear end in neutral, the pickup pulls the tractor. This lets me travel up to 40 mph smoothly down the road."

The pickup had been damaged previously in a rollover accident so Foster replaced the cab and bolted on a new front bumper removed from a cement truck. He cut off the pickup frame just ahead of the rear wheels. Then he took the tractor apart by splitting it right in front of the transmission. The tractor axle is positioned about where the pickup's rear axle used to be. He made a driveshaft to connect the truck and tractor transmissions together. Then he raised the pickup 8 in. so the two transmissions would line up.

"If I could do it over I'd use a 1 1/2-ton truck with a higher frame so I wouldn't have to raise the pickup," says Foster, who adds that he plans to install a hitch in front of his truck-tor to move machinery.

Contact: FARM SHOW Followup, Darrell Foster, 6999 Zerkle Road, Springfield, Ohio 45502 (ph 513 964-1400).

Triangular-shaped bagging frame is fitted with a 200-ft. long "sausage" type bag.

"LETS ONE MAN MAKE 40 TONS OF SILAGE/HOUR"

World's First 3-Bale Bagger

A Canadian cattleman and manufacturer who claims to have been the first farmer in North America to bag round bales for silage has come up with the "world's first" 3-bale bagger.

Bill Stirling of Stirling Investments Ltd., British Columbia, is convinced bagged silage is the forage of the future. He thinks conventional chopped silage should go the way of the horse and buggy. "Chopped silage is put through a harvester and has air blown directly into it. The silage is finely cut and bruised, allowing exposure of plant cells to air and bacteria. If you can't seal off the air the silage will spoil. Even with properly sealed silage, the PH level is pulled downwards. That doesn't happen with bagged bale silage because hay is in densely compacted bales which exclude air at harvest, the stems are left long and are not cut or bruised so they're not exposed to air and bacteria, and bales are stacked in a totally sealed-off environment. My system produces silage that's as close to natural forage as possible and it's the only system on the market that can put up hay at any moisture," explains Stirling, who holds 14 different patents, all on different aspects of silage production.

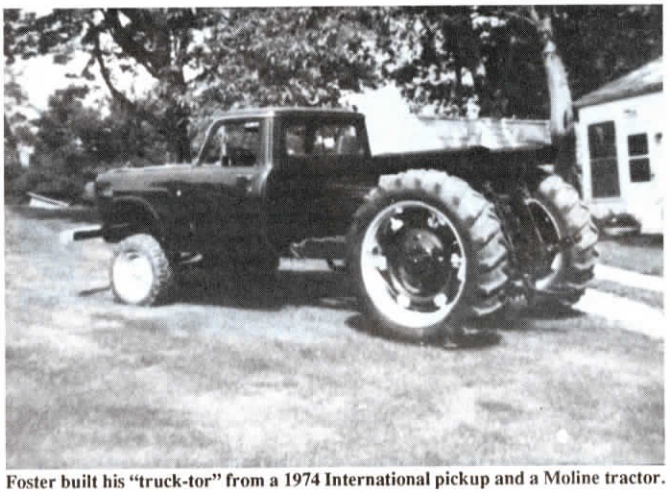
The new 3-bale bagger, which has just been introduced into the U.S., consists of a triangular-shaped bagging frame that's fitted with a 200-ft. long "sausage" type bag. Bales are set into the bagger in batches of 3 and then the bagger is pulled ahead with the bale fork. Once the bag is filled, a 3-pt. mounted, pto-powered vacuum is used to suck all the air out of the bag before sealing.

"The most important thing is to keep air out of the bales. I recommend using a variable chamber bale and while baling you should slow down ground speed of baler but speed up the pto to get denser bales. For the best quality forage you should bale at under 50%," says Stirling, who's also vice president of British Columbia Hay Growers Association. "Cattle require 10 percent less feed when fed the long-stemmed forage out of my bags than they do with chopped silage because they digest it better. Chopped silage passes right through them."

The Multi-Bagger is designed for 4 and 5-ft. dia. bales. There are no moving parts and it sets up quickly for road transport. Stirling says the bagger is designed for one-man operation. He's bagged as many as 260 1-ton bales in 6 hrs.

The 3-bale Multi-Bagger sells for $16,000 (Canadian). A Mini-Bagger for baling a single row of bales sells for $8,000.

For more information, contact: FARM SHOW Followup, Stirling Investments Ltd., Box 202, Lower Nicola, British Columbia V0K 1Y0 Canada (ph 604 378-5788).



Foster built his "truck-tor" from a 1974 International pickup and a Moline tractor.