



## Pneumatic Doors Work Great On Grain Truck

Marshall Litchfield and Mike Sayers designed and built these pneumatic folding doors for their grain truck to keep corn from blowing out during the 45-mile trip from their Macomb, Ill., farm to the elevator.

"Roll tarps leave a lot to be desired," says Marshall. "We built the doors to last longer and to open and close easier than any roll tarp on the market."

Framed with 2-in. dia. exhaust pipe and covered with aluminum siding, the four 2-ft. wide doors slightly overlap the 7-ft., 6-in. width of the 18-ft. long grain box. Besides wind, they also do a fair job of keeping out rain, Litchfield notes.

The two center doors are opened and closed by a 2 1/2 by 30-in. pneumatic cylinder plumbed into the truck's air brake system. Two small hydraulic cylinders on the door opening mechanisms act as snub-



bers, or shock absorbers, to cushion opening and closing.

"It's worked great from day one with almost no changes," says Marshall.

Contact: FARM SHOW Followup, Marshall and Kendell Litchfield, 15340 N. 700th Road, Macomb, Ill. 61455 (ph 309 254-3481).

## Handy Tire Storage For Bunker Silos

Anyone who stores feed in a bunker silo and uses old tires to hold down a plastic cover, will like this idea from Mapleton, Minn., farmer Robert Nienow.

He simply installed storage racks between the concrete uprights all along either side of his bunker silo. The racks are high enough so the tires can be reached from inside the silo when it's filled.

The racks are made from 2 by 8's held placed on top of 2 by 4's bolted to the concrete uprights.



Contact: Robert Nienow, Rt. 3, Box 25, Mapleton, Minn. 56065 (ph 507 524-3360).

## How To Run Water Lines Out To Pasture

In order to provide plenty of water to cattle on pasture at a reasonable cost, Dave Lubben of Monticello, Iowa, came up with a nifty water line digger that fits on his tractor 3-pt. hitch.

He mounted a single, spring-loaded chisel plow shank on a triangular-shaped frame that fits his 3-pt. Then he made a bracket to fit the back side of the chisel shank that holds a 2-in. dia. metal tube. The tube extends out behind the shank, running as deep as the chisel plow shovel.

Lubben simply feeds plastic water line down through the metal tube to bury it, running the chisel shank as deep as possible. He runs the water lines out to large water tanks in his pastures. To protect the floats from damage by cattle, he puts posts up around the floats on one side of the tanks.

Contact: FARM SHOW Followup, Dave Lubben, 24539, Hwy. 38, Monticello, Iowa 52310 (ph 319 465-4717).



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Some of the best new ideas we hear about are "made it myself" inventions born in farmer's workshops. If you've got a new idea 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, P.O. Box 1029, Lakeville, Minn. 55044 or call toll-free 1-800-834-9665.

*Mark Newhall, Editor*



## Home-Built Trailer Hauls 18 Bales

An Iowa farmer came up with an easy-to-build design for a large bale hauling trailer that lets him bring as many as 18 bales home from the field at a time.

What makes the trailer unique is that it's built so low to the ground. Unlike many flat bed bale haulers, bales can be placed onto it with a 3-pt. mounted bale spear.

The gooseneck trailer has a hitch and jack stand up front that came off a row crop planter. The dual wheeled axle and differential came off a truck.

Dennis Neubauer, Radcliffe, Iowa, simply ran a large 5 by 5-in. piece of square tubing through the center of the truck differential. He removed the internal gears and welded a piece of heavy plate steel to either side of it to securely hold the tubing in place.

Then he simply constructed rectangular bale carrying frames out of 2 by 4 steel tubing and suspended the frames from the bottom of the center tube. Each frame holds a pair of bales. Bales are held only about 1 1/2 ft. off the ground, except for the ones over the wheels.

To haul 18 bales, Neubauer stacks on a second tier.

The solid, heavily built trailer cost just a fraction of a commercial-built unit yet works better than anything he could find on



the market, notes Neubauer.

Contact: FARM SHOW Followup, Dennis Neubauer, 31491 Co. Hwy D65, Radcliffe, Iowa 50230 (ph 515 893-2320).