

“Power Deflector” Directs Combine Grain Flow

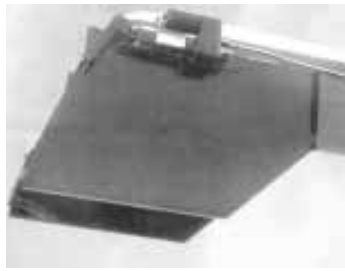
Grain flow out of your combine’s discharge auger can be directed the entire width of a grain truck with this “power deflector” that installs on the discharge end of the auger.

Designed and built by Cullom, Ill., farmer Steve Haag, the power deflector consists of a 13 1/2-in. wide deflector shield and 18 by 28 in. side sheets built of 14 ga. steel that attach to the end of the auger. It’s powered by a 12-volt actuator you control from an electric toggle switch inside the cab.

You simply remove the existing discharge spout and bolt the new unit into place in existing holes. The grain saver is not removed and the attachment will not restrict grain flow, Haag notes.

The deflector moves grain flow the entire width of a 400 or 500 bu. grain wagon or cart for “no hassles” unloading, he says.

Weights about 47 lbs. and installs in an hour to an hour and a half. Fits all Deere 9000



Bolt-on attachment replaces discharge spout.

series and all late model Case-IH combines. It sells for about \$475.

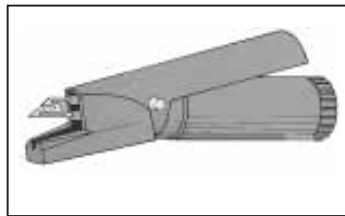
Contact: FARM SHOW Followup, Steve Haag, 35994 E. 1600 N. Road, P.O. Box 102, Cullom, Ill. 60929 (ph 815 689-2791; fax 2842).

Pig Tail Clipper “Seals” Wound

“It uses a specially shaped, red hot blade to cut the tail off clean and burn it closed, reducing the risk of infection,” says Angela Janssen, Strathroy, Ontario, about a new battery-operated tail clipper she and her husband distribute.

The clipper has a rechargeable battery that is good for 80 to 110 tails per charge. Each unit comes with two batteries. It takes 12 hours to recharge a battery.

“The blade is heated up to 1,300 degrees Fahrenheit so it cauterizes at the same time it clips, reducing the risk of arthritis which will drastically decrease tail biting,” says Janssen. “It allows you to cut the tail shorter because you don’t have to worry about burning the skin like you do with butane-operated clippers.”



Blade cauterizes as it clips for decreased risk of infection.

Sells for \$190 (U.S.).

Contact: FARM SHOW Followup, Arno and Angela Janssen, 4133 Egremont Dr., RR 5, Strathroy, Ontario, Canada N7G 3H6 (ph 800 482-6495; ph and fax 519 245-3807).

New Trailer Designed To Haul ATV’s

“As far as I know it’s the first trailer designed specifically to haul 4-wheel ATV’s,” says Ron Lubke, Quality Metal Works, Stanford, Ill.

The trailer’s extended length tongue is equipped with a clevis-type hitch that can be adjusted vertically 16 to 30 in., allowing you to pull the trailer behind any truck, tractor, combine, wagon, or field implement.

It’s equipped with expanded metal ramps that tilt for easy loading. Ramp spacing is adjustable to accommodate large or small ATV’s. Front stops on the ramps prevent overrunning.

“Having an ATV in the field can save you a lot of time, especially if you farm by yourself,” points out Lubke.

The trailer has a rated capacity of 900 lbs.



Ramp spacings are adjustable to accommodate both large and small 4-WD ATV’s.

Sells for \$425 plus S&H.

Contact: FARM SHOW Followup, Quality Metal Works, Box 358, Stanford, Ill. 61774 (ph 309 379-5311).

New-Style Grain Temp Monitoring System

A new-style grain temperature monitoring system offers you the same quality components used by commercial elevators but at an affordable price, according to FPDI, distributor.

The monitor consists of a sturdy thermocouple cable that hangs from the roof of the bin. Each cable monitors a 20-ft. dia. area, so the number of cables needed per bin varies according to size.

The system features a portable monitor

that will read results off any number of bins and cables.

Cables sell for \$12 to \$8.50 per ft. depending on size of bin and number of cables installed.

Monitor sells for \$475.

Contact: FARM SHOW Followup, Farm Products Direct Inc., Hwy. 9 North, Box 181, Herman, Minn. 56248 (ph 800 669-9314 or 320 677-2267; fax 2786).

Old Fuel Tank Makes Low-Cost Storage Shed

Old diesel fuel tanks can be turned into low-cost storage sheds, says Jay Puzey, Fairmount, Ill., who converted a 15,000-gal. diesel tank into a shed located next to his main machine shed.

“I use it to store anything that would otherwise get my machine shed dirty, including a 500-gal. used oil tank, barrels of hydraulic and engine oil, grease tubes, antifreeze, windshield wiper fluid, etc.,” says Puzey. “My only cost was for the concrete floor.”

He got the 10-ft. dia. by 15-ft. long tank free from a scrap yard. It has 1/2-in. thick sidewalls. He had to use a crane to move it. For safety reasons he let it air out for a year, then cut a door into one end of the tank and welded on a pair of steel hinges. A pair of electric lights mount above the door.

To avoid having to cut off part of the tank, he dug a hole in the ground and lowered the tank into it so that about 3/4 of the tank is above ground, then poured a concrete floor. A vent turbine from a house bolts to the vent hole on top of the tank to provide ventila-



Shed is made from 15,000-gal. diesel tank.

tion. Puzey also cut small vent holes into each end of the tank. The holes are covered with wire mesh to keep birds out. Steel hooks welded onto the wall inside the tank provide a place to hang grease guns and other equipment. As a final step Puzey painted the tank white.

Contact: FARM SHOW Followup, Jay Puzey, 107 West Front, Fairmount, Ill. 61841 (ph 217 733-2728).



Wilson’s shed covers more than 1/3 acre and has 10 large bi-fold doors that provide easy access from any direction.

Giant Farm Shop Built From Airplane Hangar

“It was a big project but it paid off. I saved a lot of money,” says Clair Wilson, Winchester, Ill., about the 120-ft. long machine shed he built by tearing down a pair of old airplane hangars and reassembling them on his farm 30 miles away.

The shed covers more than one third of an acre. It has 19-ft. tall eaves and measures 33 ft. high at the peak. It has a 50-ft. wide, 16-ft. high bi-fold door at one end and an 18-ft. sq. bi-fold door at the other end. There are also four 18-ft. sq. bi-fold doors on each side.

The shed has three overhead cranes and several work centers, including a 37-ft. wide, 28-ft. long office, 5 working bays, a pit for servicing trucks and machinery, a 30 by 60-ft. area for large metal working tools. Part of the floor is concrete and has buried pipes through which hot water is pumped to provide heat. The rest of the floor is crushed rock.

“We use it to store a number of 4-WD tractors and semi trucks as well as farm implements, new steel, and metal working shop tools,” says Wilson, who farms and also operates a salvage and machinery repair business. “I paid \$1,976 for the two hangars and spent a total of about \$40,000 to move and reconstruct them. Most of that was for a new roof, screws, insulation, concrete, heating and electricity. A new comparable size building, at \$8 per sq. ft., would have cost about \$115,000 and wouldn’t have all of the doors and extra features my building has.

“People who come by to look at it are



Parts of two old airplane hangars were used in the construction, along with large posts made with beams off railroad bridge.

astounded at how big it is inside. The entire 60 by 120-ft. interior is open except for the two rows of support posts. Thanks to all the doors, I can drive machinery straight through from one side of the building to the other.”

Wilson built a new frame for the building, using salvage railroad bridge beams for support posts. The large beams are spaced 20 ft. apart in two rows 60 ft. apart. Each post is set in a footing that’s 3 ft. wide and 2 ft. deep.

“One problem is that the shed has so many doors letting air in that it’s hard to heat. However, the floor heat system is very efficient. Last winter the temperature inside stayed at 55 degrees even though the shed wasn’t insulated. We added insulation last summer and I also plan to switch to an outside burning bale furnace.”

Contact: FARM SHOW Followup, Clair Wilson, 132 Hillview Rd., Winchester, Ill. 62694 (ph 217 742-3809).