Dripping Faucet Never Freezes

A first-of-its-kind "no freeze" faucet starts to drip automatically when the temperature drops below 34 degrees Fahrenheit to keep itself and the pipes from freezing. It stops dripping automatically when the danger of freezing is past.

The "Freeze Free" faucet contains a thermostat-like device that automatically senses low temperatures. The unit is designed to work at temperatures down to 20 degrees below zero.

The drip of water automatically increases as the valve senses it's getting colder. Water can also leak out of the base of the stem if the faucet is blocked by frozen water in a hose or other obstruction.

The valve requires no electricity to operate so it can be used anywhere. It needs a minimum continuous water pressure of 15 psi.

The hose bibb installs like any other hose bibb without the need for special tools.

Sells for about $40.

Contact: FARM SHOW Followup, Baker Properties, Ltd., 10321 East Hwy. 90, Box 100, Kingsbury, Texas 78638 (ph and fax 830 639-4426; email: rddulin@hotmail.com; website: www.freezeproof.com).

"No freeze" faucet starts to drip automatically when temperature drops below 34 degrees Fahrenheit.

Handy Bale Trailer Moves One At A Time

Charles Greenhill, Hanover, Indiana, says his son-in-law had a problem. "He owned a few cattle, but didn't raise any hay, so he needed to be able to load and haul a round bale with his pickup," he says.

As a professional welder, it didn't take Greenhill long to come up with a solution - a small single-bale trailer.

He made the main frame by welding together 3-in. channel iron. He started with two 6-ft. pieces and welded two more 6-ft. long pieces between them, one on the ends of the first two, and the second about 1 1/2 ft. back. He braced this second channel iron to the side pieces with shorter lengths of channel iron, making triangles in the corners.

He reinforced the sides of his frame with 1/2-in. plate steel about halfway between the second cross member and the back end, and then added stub axles and hubs, to fit 5-bolt 14-in. trailer wheels.

About 1 1/2 ft. from the back of his frame, he added an arch made of 2-in. angle iron to help stabilize the frame.

Up front, he added a tongue, again using 2-in. channel iron, and a ball hitch. In the center of the area created over the two front cross pieces of the frame, he built a platform on which he placed a mast, made of 2-in. angle iron. He put a modified 3-pt. hitch on the mast. The hitch rolls up and down the mast on rollers made from pipe. It's raised by way of a cable winch.

On the hitch, he added a used 3-pt. bale fork. The winch cable runs through a couple of pulleys and hooks to the lift for the fork.

Single-bale trailer makes use of a used 3-pt. bale fork. A winch cable runs through a couple of pulleys and hooks to the lift for the fork.

"It's easy to raise or lower the bale with the winch," Greenhill says. He angled the hitch, so as the fork is lifted, the bale tips forward. The lift raises high enough that the bale can be wedged between the fork and the top of the arch. Since it tilts forward, this effectively keeps the bale from bouncing or falling off of the trailer while in transit.

To dress the trailer up a little, he added fenders over the wheels, fabricated from 11-gauge steel and welded in place. Finally, he added taillights and wiring.

Contact: FARM SHOW Followup, Charles L. Greenhill, 5786 West Foster Rd., Hanover, Ind. 47243 (ph 812 866-2450; email: gusto@seidata.com).

Ladder Helps Him Climb Into Cab

"The cab on my Farmall 706 tractor was hard for me to get in and out of until I mounted an old Deere combine ladder alongside it," says Jesse Knobeloch, Ohlman, Ill. "Now it's a lot safer to climb into the cab. Being an older driver, I really appreciate that."

He bolted a metal shelf bracket to the side of the cab next to the driver's seat and fastened a 2 by 6 to the bracket and the tractor's original steps. The ladder bolts to the board.

Contact: FARM SHOW Followup, Jesse Knobeloch, 202 S. Walnut St., Ohlman, Ill. 62076 (ph 217 563-7205).

Jesse Knobeloch mounted an old Deere combine ladder alongside his Farmall tractor, making it safer to climb into cab.

Windbreak extends about 3 ft. above shelter's roof to keep wind from blowing down right in front of shelter.

Calf Shelter Has A Built-In Windbreak

Often faced with bad weather at calving time, James Meier, Luseland, Sask., decided to build a calf shelter with its own built-in windbreak.

"The windbreak keeps the wind from blowing down right in front of the shelter and provides cows with more protection from the wind than a conventional calf shelter. As a result, cows stay close to their calves instead of running off somewhere else to get out of the wind. The cows can lay down in front of the shelter while the calves stay inside it," says Meier.

The calf shelter consists of an oil pipe frame covered with sheet metal and measures 24 ft. long by 9 ft. deep. It's 5 ft. high at the top, but a horizontal metal pipe across the front restricts access height to about 3 1/2 ft.. The windbreak extends about 3 ft. above the shelter's roof and is made from a series of vertical 1 by 6's spaced 1 1/2 in. apart. The 1 by 6's are nailed to a series of horizontal 2 by 6's that bolt onto vertical pipes. The building mounts on metal skids and has no floor.

Meier has built a total of four shelters, which he set together in pairs end to end. "We've used them for five years and they really work good," he says. "Some of our cows calve in mid-March. If there's a storm and a cow delivers her calf before we get there, the calf can crawl into the shelter where it's not as likely to get stepped on. My total cost was less than $1,500."

Meier also uses 1 by 6's to make 8-ft. high portable windbreaks on skids. Each windbreak measures 32 ft. long.

Contact: FARM SHOW Followup, James Meier, Box 163, Luseland, Sask., Canada S0L 2A0 (ph 306 372-4732).

VASE Brake System Stops Towed Vehicles

You can activate the brakes on any car or truck being towed behind another vehicle with the new VASE brake system.

Developed by Paul Cinquemani, a retired automotive engineer and long-time RV'er, the VASE (Vacuum Activated Self Energizing) brake system taps into the towed vehicle's power brakes and automatically activates them when the brakes on the towing vehicle are applied.

The heart of the VASE system is a 44-lb. actuator which brakes the towed vehicle by applying pressure to the brake pedal. The actuator mounts in front of the pedal. When the driver of the towing vehicle applies the brakes, kinetic energy causes the heavy actuator to slide forward onto the brake pedal. The actuator slides on a stationary platform that grips the floorboards. A spring pulls the actuator back away from the brake pedal to release the brakes. Spring tension can be adjusted to keep brakes from being applied by accident when going down steep grades.

A second part of the system is an auxiliary vacuum kit. This is made up of a small vacuum pump and on-off switch, both of which are installed in the engine compartment. The switch and wiring to the pump hook into an empty slot in the vehicle's fuse box. A hose from the pump hooks into the brake vacuum booster. The pump operates only when the vacuum in the booster is lower than normal (usually 18.5 in. vacuum) and draws less amperage than the dome light in most cars. The pump will not operate with the engine running, since the engine produces slightly greater vacuum than the auxiliary pump, so it's not necessary to switch off the pump before driving the towed vehicle. Cinquemani recommends switching off the pump with the toggle switch under the hood when the vehicle is being driven. However, if left switched on, the pump will run whenever the vacuum drops enough to turn it on.

Heavy VASE brake slides forward against brake pedal when towing vehicle slows down.

Cinquemani says installation takes less than an hour in most vehicles, and never more than an hour and a half. The actuator doesn't have to be removed from the vehicle. Rather, it can be turned 90-degrees so it sits against the seat out of the way of the driver.

Contact: FARM SHOW Followup, VASE Brake Systems, 348 Robin Road, Elyria, Ohio 44035 (ph 440 759-2000; email: vasebrake@aol.com).

Skin Small Game With Air

Here's a nifty idea from Pete Miller, Allentown, Penn. We spotted it in Fur-Fish Game magazine.

"I use a bicycle tire pump and a basketball needle to blow the hides off muskrats, mink and weasels. Make a small slit in the underside of a rear leg, insert a pencil, and move from side to side to create an opening. Then insert the air needle and blow the hide right off. For larger pelts, you can use an air compressor set on about 50 psi."