

## Albino Gene Runs Strong In These Jerseys

When Gene Sivesind saw his first albino calf eight years ago, he knew he had to have it. Today, he has a herd of eight albinos, all descendants of the white bull that he named Powder.

About 20 percent of the heifers bred to Powder produced albino calves. One of them was a white bull calf, which the owner decided to keep as a herd bull. The six albino heifers he currently owns all came out of him.

In addition to the white skin, all albino offspring have inherited Powder's deafness. Sivesind did some research and found out that most albinos are either deaf or blind.

Another dairyman had bought several non-albino Powder-bred heifers and Sivesind told him he would buy back any white ones calves produced later for \$200 apiece.

"Of course, I was thinking heifer calves, so when he called to say he had two, I didn't

think they might be bulls," recalls Sivesind. "He didn't hold me to the \$200, but I had said I would take them, so I did."

Powder is no longer around. About two years ago, the white bull began acting strange, charging at nothing and staring into the distance. A day later, he died. When the vet came out, he told Sivesind the bull had rabies. A scratch on the nose suggested a rabid skunk or raccoon had bit him.

Sivesind plans to sell the bred albino heifers before they freshen in the early fall of 2005. He would have taken \$800 for them this fall, but next year's price will depend on the cost to over-winter and next fall's market.

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A single albino cow is rare enough, but Gene Sivesind has a herd of eight albino Jerseys. All are descendants of a white bull named Powder.



"It does the job of both a tiller and a landscaping box," says Brent Pepper, who built this 5 1/2-ft. wide, 3-pt. mounted landscape pulverizer mostly from scrap metal.

## Landscape Pulverizer Built For \$25

"I don't like spending money on something if I can build it myself. And I saved at least \$1,000 by building this machine," says Brent Pepper, Toney, Alabama, about the 5 1/2-ft. wide, 3-pt. mounted landscape pulverizer he built mostly from scrap metal.

Pepper says he wanted a pulverizer like the ones used by landscaper contractors. However, when he priced the ones on the market he decided he couldn't justify the cost. "Comparable commercial models start at about \$1,000 and, after building my own, now I know why. A lot of cutting, drilling, and welding is required."

He used lengths of steel I-beam to build the pulverizer's main frame. It's equipped with 24 scarifiers - 13 on front and 11 on back - that measure 9 in. long and dig up the ground. The scarifiers bolt to sections of angle iron that are welded to the frame. The roller on back is equipped with six rows of 3-in. long spikes, alternating 16 or 17 spikes

per row. The spikes break up clods. Springs at each end of the machine apply down pressure to the roller.

"It does the job of both a tiller and a landscaping box. I've used it on my own place to prepare the ground before seeding a lawn, and also to do work for friends and neighbors," says Pepper. "It busts up hard packed clay and fills in the low spots, leaving a nice, soft, smooth layer of dirt on top."

"Most everything that I used was scrap metal. The bracket for the top link is a Yanmar tiller top link adaptor, and the bearings in the roller are from gauge wheels off a commercial tiller. My only out-of-pocket costs were for paint, and for nuts and bolts to hold the scarifiers on. Total cost was about \$25."

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Scarifiers on front bolt to sections of angle iron that are welded to I-beam frame.



John Maxfield converted a 30-passenger bus into a 10-wheel rake carrier. Front-end loader facing backward on bus frame holds rake.

## Hay-Raking School Bus

"It frees up a tractor and lets me go down the road at highway speeds. And, I can get through narrow gates without ever having to fold up the rake," says John Maxfield, Admire, Kansas, who converted a Ford school bus with a 351 cu. in. engine and automatic transmission into a 10-wheel rake carrier.

He bought the 30-passenger bus at a sale for \$600. He stripped off the back and fitted the frame with a Koyker front-end loader that's facing backward. He made a frame for the loader that straddles the bus frame and is bolted in place. The rake, which was originally 3-pt. mounted, attaches to the loader arms via homemade brackets. A belt-driven hydraulic pump is used to raise and lower the loader. The operator controls the loader using valves mounted on the loader right behind the driver's seat.

"It really works slick," says Maxfield. "I

usually rake at a speed of about 14 to 15 mph. To travel to another field, I just raise the rake 3 or 4 ft. off the ground and hit the road. The loader can raise the rake about 11 ft. high, so I can raise it right over sign posts and narrow gates."

"The only disadvantage to this idea is that I have to sit sideways in the van seat to see what's going on in the field, which can sometimes give me a stiff neck. I'd like to make a bus conversion with a reversible operator's station and with the automatic transmission put in reverse. That way I'd always be able to look straight ahead. However, steering from the back would probably result in some loss of maneuverability," he notes.

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Some of the best new ideas we hear about are "made it myself" inventions born in farmers' 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 800 834-9665. Or you can submit an idea at our Website at [www.farmshow.com](http://www.farmshow.com).

Mark Newhall, Editor

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