

Nifty Way To Handle Waste Oil Storage

Nate Regier, Sutton, Alaska, works at a Bible camp in Alaska where he's in charge of the auto shop. He recently sent FARM SHOW photos of a system he came up with to collect waste oil in the shop.

"I built it mostly from stuff I had laying around and am happy how it turned out. I spent only about \$45," says Regier.

"We burn waste oil for heat, and in the past, handling the oil was always a messy job. We had to carry the oil upstairs by hand and dump it into a storage tank. I wanted an easier way to catch oil with less mess, and to strain the oil for dirt and separate out any water in it."

Regier needed a way to catch used oil under a car lift. He cut off the top one third of a 55-gal. drum to make a big funnel. The funnel mounts on a telescoping pipe on top of a used air compressor. The funnel is equipped with an expanded metal screen and furnace filter that takes out any big chunks in the oil. The oil drains down a 1-in. dia. hose to the air compressor tank through a 1/4-turn ball

valve. A clear 1/2-in. dia. hose leads from the compressor tank through a 1/4-ball valve and back to the top of the funnel. It allows air from the compressor tank to escape and also serves as a sight gauge so Regier knows when the tank should be emptied.

To empty the air compressor tank, he inserted a 1/2-in. dia. pipe to within 1/4 in. of the bottom of the tank and welded the pipe in place. He attached a hydraulic quick coupler to it, along with an air fitting, pressure regulator, and check valve.

"I bought 30 ft. of service station hose - because it can take light pressure and is oil resistant - and ran it to another room to a waste oil tank," says Regier. "There, I run the oil through a filter and into the tank. I leave the coupler on the air compressor tank unhooked until the tank is full, which allows me to wheel the tank around. When I need to empty the tank, I just hook it up to the hose, close the valve to the funnel and sight gauge, and then hook up the air hose to the air coupler."



Funnel mounts on top of pipe to catch used oil under car lift, with the oil draining into an air compressor tank.



About 30 ft. of service station hose runs from the pump to a waste oil tank in another room, where oil runs through a filter mounted above tank.



"I keep the air pressure in the compressor tank set at about 20 psi. It only takes two to three minutes to empty the tank."

"I pull the oil that we use for our heater off the bottom of the storage tank, so I built a frac or separating tank in line before it goes to the pump. This allows me to bleed any water or antifreeze. I like this method bet-

ter than using a suction tube for the heater because I don't have to deal with the hassle of a foot valve in the tank."

Contact: FARM SHOW Followup, Nate Regier, 64741 S. Victory Rd., Sutton, Alaska 99674 (ph 907 745-1931 or 907 745-4203; foundmaggie@juno.com).



Tewco, Inc., says it can supply just about any kind of control cable you might need.

Need A Control Cable? Tewco Can Make It

Need a control cable replaced? Just call Chad Salter, Tewco, Inc. He has no doubt he can assemble about anything you might need. The Tuhill Midwest linkage distributor and factory authorized cable assembler has a \$100,000 parts inventory to back it up. Tewco custom builds push-pull, spool valve, brake, clutch, throttle, modulator, shifter and even Unidrum lever cable assemblies. Even better, he can have any cable to you in 24 hours or less.

"If you're close enough to bring the old cable in, we'll make it while you wait," promises Salter. "If not, we'll make it and send it out the same day we get it in."

He knows that when a machine breaks down it's usually when it's most needed. He recalls one guy walking in and saying he needed a cable for a machine that was costing him \$10,000 a day. Salter says the guy got his cable and his machine up and running.

The company can custom make cables for obsolete controls, as well as for prototypes or even production orders. As a third generation cable man, if Salter hasn't seen a job before, his father or grandfather probably did.

One of the most unique jobs the company has worked on was for two very rare Tucker automobiles. "The customer had worked for the company and bought two nearly completed cars off the assembly line when the plant closed," recalls Salter. "He asked for a special black sheath on the cable before the end caps were put on, so it would look like the OEM version."

Other cables made by the company may not be nearly as exotic, but they get the job

done. Tewco makes replacements for all the cables on Belarus tractors that are imported into the U.S. Like rubber parts, controls and cables all have to be replaced before the tractors can be sold.

Cables made to release cattle head gates have to have a special coating to protect them from corrosion. The coating increases longevity of the cables by a factor of four.

"We have farmers who find out about us and order 10 cables for themselves and their neighbors," says Salter. "Of course we sell single cables by themselves as well."

Pricing on custom cable work is based on component parts needed. There is no standard pricing sheet. Once a cable is received, the customer is called with an estimate before work begins. That includes special coatings to deal with corrosion.

"Just tell us what you are dealing with, and we'll tell you what we have to help," says Salter.

Tewco has the capability to custom assemble based on length and special characteristics or needs. The company has built parachute release cables and throttle cables for top-fuel drag cars and cables for Ferris Wheels.

"The Ferris Wheel cables stretched from the assembly plant through the warehouse," recalls Salter.

The company also maintains an inventory of other types of linkages - ball joints, clevis joints and other parts.

Contact: FARM SHOW Followup, Tewco, Inc., 9701 S. 58th St., Franklin, Wis. 53132 (ph 414 423-8080 or 800 558-8730; tewco@tewco.com; www.tewco.com).



"Slide out" toolbox is designed to fit into the loader arms on Godbey's Deere skid loader. It consists of a length of 4-in. dia. pvc pipe with one side cut out.

"Slide-Out" PVC Tool Carrier For Skid Loaders

"It lets me bring my tools with me so I don't have to go looking for them," says Jim Godbey, Louisville, Ky., who made a "slide out" toolbox that's designed to fit into the loader arms on his Deere skid loader.

The toolbox consists simply of a piece of 4-in. dia. pvc pipe with one side cut out.

"I wanted a safe place to put a few tools on my Deere 325 skid loader, but there was no place to put a regular toolbox that wouldn't have been in the way. I decided an existing tube hole in the lift arms would work perfect," says Godbey.

He started with a 4-in. dia. pvc pipe and glued caps to each end. Then he cut out a section of the pipe big enough to put tools in. He screwed a handle onto one end and a clevis pin to the other. The pin fits into a metal "stop" at one end of the tube hole.

"I'm amazed at how it holds," says Godbey. "I use it to carry a grease gun, hammer, needle nose and regular pliers, open end wrenches, 15-in. adjustable wrench, sockets, and extra clevis pins. It's very secure, too. When the lift arms are all the way down the skid loader's wheels cover the tube hole so the pipe can't be removed. It looks nice, too. I painted both ends of the pipe and the tube hole the same yellow color as the skid loader."

Contact: FARM SHOW Followup, Jim Godbey, 2303 S. English Station Rd., Louisville, Ky. 40299 (ph 502 245-1675).



Toolbox fits in existing tube hole in skid loader's lift arms.



A handle was screwed onto one end of pipe.



A clevis pin was screwed onto other end.



Pin fits into metal "stop" at one end of tube hole.