

Double K Alleyway stock trailer lets you work cattle and then haul them away in the same trailer.

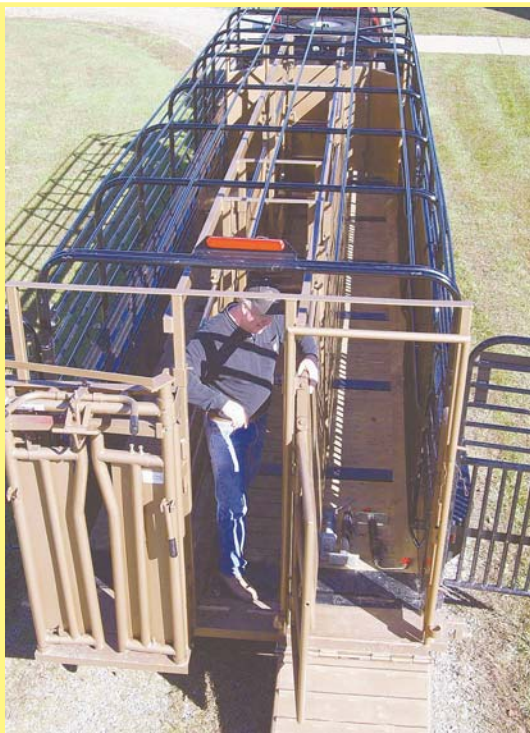


Photo courtesy Ozarks Farm & Neighbor

Work Cattle In Trailer... Then Haul 'Em

Randy Kell can safely work cattle in his stock trailer and haul them away a few minutes later in the same trailer. His Double K Alleyway makes it easy to use the same rig for both jobs.

"I got hurt one too many times working cattle," says Kell. "I decided to build a permanent working alley in an old horse trailer. It's much safer."

The working trailer gets plenty of use. Kell's son runs 420 cow/calf pairs, and Kell runs another 350. After seeing the benefits, he decided to build a unit that would slide in and out of a trailer. Kell took his ideas to a local welder and eventually to Central States Mechanical of Mountain Grove, Mo. After getting the unit patented, he is now beginning to market it.

The design is a simple U shape with cattle moving down one side of the trailer to the front and then back to the rear of the trailer where a head gate is installed. The cattleman, vet and others can walk freely down the inside of the U. They are protected from kicks by solid side panels, and the cattle are visually isolated from the people and stay calmer.

The panel frames are tubular steel with 14 ga. flat steel on the outside. They are attached to a solid framework of 2 by 4-in. heavy gauge rectangular tubing. When smaller cattle or calves are worked, the working alleyway can be made narrower.

"The working alley can be quickly and easily adjusted from 25 in. down to 16 in.," says Kell. "The size of the cattle that can be worked in a trailer depends on the width of

the trailer. A 6-ft. wide trailer can be set up to work animals that are 800 to 1,000 lbs. or less. A 6-ft., 8-in. trailer can handle 1,200 to 1,400 lb. cows with lots of room for workers in the walkway. We can make the alleyways for 7 to 7 1/2 ft. width trailers too and for trailer lengths of 16, 20 and 24 ft."

The 3,000-lb. units slide in and out easily after the first installation that can take 3 to 4 hours. Kell explains that holes have to be drilled in the cross members, and latches and other hardware have to be installed. Permanent tracks are welded to the floor.

"Once setup is complete, you slide the unit into the trailer, stick in bolts and turn them down," says Kell. "In five minutes you can have it in and ready to work cattle or have it out and ready to haul."

To install, jacks raise the alleyway about 2 in. above the level of the trailer floor. A driver backs the trailer up, sliding the trailer in, removing the jacks as he goes. Once in place, the unit is bolted down. To remove, the process is reversed.

"With the cattle market where it is, we have tried to keep costs down as low as we can," says Kell. "The base unit is priced at \$7,400. One of our neighbors got kicked in the knee while working calves in his open trailer. He said our alleyway would have saved him \$80,000 in medical costs."

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Wood-Burning Tank Heater Works Well

Gene Schendt of G T Metal had the same problem as many of his customers - keeping his stock tank from freezing in winter so his horses could drink.

He finally hit on the idea of making a wood burning tank heater that sits right in the tank.

"You can either bolt it down or weigh it down. Personally, I use either cement blocks or tractor weights, and take them out every spring," he explains. "I copied the design of the heater from an old one made in the 60's or 70's."

The burner is made from 14-ga. sheet metal and is 8 in. deep at the bottom with an approximate 45 degree angle up to the top of the wood chamber. A 6-ft. chimney extends further from there.

"I use it in an 8-ft. dia. tank but you could go down to a 5-ft. dia. tank or up to a 10-ft. tank," he says. "It needs to be loaded with firewood once or twice a day. It's very easy to use - as long as you can light a fire, you can set it up. I use fireplace embers to get it started."

Last year, Schendt sold the units for \$300



Photo shows wood burning heater, complete with chimney, removed from stock tank.

plus shipping, but the price fluctuates, depending on the price of steel.

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"Snow ridge remover" consists of a 12-ft. long, 2 by 12 wood board that bolts to the side of Pederson's loader bucket.

Loader-Mounted "Snow Ridge Remover"

"Every time I cleaned snow from our driveway I kept building up a ridge of snow along both sides, and with the next wind the snow would fill in again. So I made a simple but effective 'snow ridge remover' that bolts to the side of my loader bucket. It solves the problem by moving the ridge away from the edge of my driveway," says Eric Pederson, Englevale, N. Dak.

His "snow ridge remover" consists of a 12-ft. long, 2 by 12 wood board that's bolted to a V-shaped metal frame and sets at a 30 degree angle to the bucket. The frame is bolted to the side of the loader bucket on Pederson's IH 656 tractor.

"By controlling the height and tilt of the bucket I can do a good job of moving the ridge several feet out from the edge of the

driveway," says Pederson. "It cost almost nothing to build using scrap parts. I have to remove the frame to use the loader for its normal purpose, but that isn't much of a job. The board is secured to the frame by four bolts, and the frame is secured to the bucket by four bolts.

"I had thought about hinging the board at the front of the loader and using a hydraulic cylinder at the rear so I could adjust the angle of the board on-the-go, but the cost and complexity didn't seem worthwhile. It works well as it is."

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Board is bolted to a V-shaped metal frame, set at a 30-degree angle to bucket.