

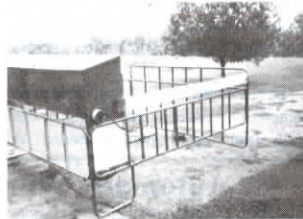
Calf Feeder Fitted With Hand-Cranked PVC "Feed Pipe"

When James Gibson needed a new calf feeder, he decided to see what he could put together with materials he already had on hand. He came up with an innovative feeder that meters out feed with a hand-cranked PVC "feed pipe".

He first made a feed trough by cutting plastic 55-gal. drums equally into thirds and mounting the shallow feed trays end-to-end in an angle iron frame. The feed hopper above the trough is made from scrap metal and wood and has a sloping bottom.

At the bottom of the feed hopper is a 4-in. dia. PVC pipe with large oval holes cut in one side of it. The pipe rotates 360°, so when Gibson wants to feed the calves, he rotates the side with the holes up under the hopper. The pipe fills up with grain and then he rotates it down so the measured amount - about 3 lbs. per hole - falls down into the feed troughs. The back side of the pipe seals the hopper so no additional grain can fall into the troughs.

There's a PVC cap at one end of the



pipe and a metal crank at the other. Gibson notes that you could install a motorized control on the feed pipe - with a timer - in place of manual operation.

The feed hopper holds about 800 lbs. A watertight lid keeps it dry.

"We've used this feeder for 16 months with good results. We added plywood panels to the back and sides of the feed troughs, which just makes it easier to direct calves up to the feeder."

Contact: FARM SHOW Followup, James Gibson, 399 Sain Rd., Statesville, N.C. 28677 (ph 704 873-4847).

Energy-Free Freeze-Proof Waterer

A simple housing around a dairy barn exhaust fan can be used to keep stock tanks ice-free, even in temperatures down to 40° below zero, says Grantsburg, Wis., farmer Doug Dewing.

"I got the idea from my neighbors, Gary and Cris Peterson, who have used a similar system for several years with no problems. In this increasingly high-tech world, this idea is so simple and cheap it's unbelievable," says Dewing.

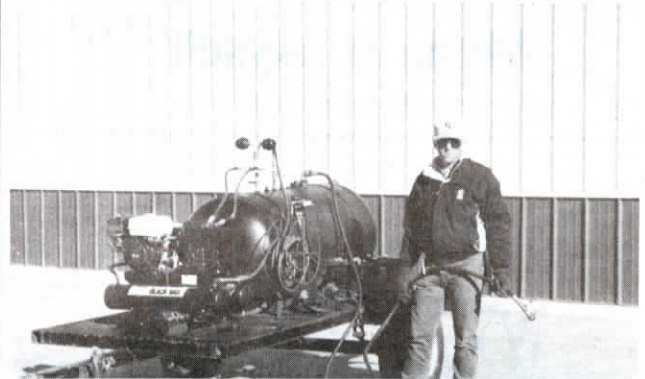
Using light angle iron and corrugated tin, he built duct work around the hood on a continuously running exhaust fan on his 45 by 90-ft. dairy barn. The duct work extends down to within a couple inches above the stock tank, which sits next to the building. A waterline comes out of the barn alongside the fan and runs down inside the duct to the tank, where it connects to an ordinary float valve.

"The accompanying photo was taken on a morning when the temperature was 32° below zero and more than half the tank is totally ice-free. At temperatures of 10° below and higher, there's no ice at all in the waterer. One morning at 41° below zero, there was a thin coat of ice over the tank but the float wasn't frozen. As soon as it warmed up slightly and there



was more activity in the barn, the ice melted."

Contact: FARM SHOW Followup, Doug Dewing, 24376 N. Fossum Rd., Grantsburg, Wis. 54840 (ph 715 689-2373).



"Oil Vac" Sucks Up Used Engine Oil

"It saves a lot of time and labor and eliminates oil spills," says Gary Sage, Dalhart, Texas, about the portable "oil vac" he built to remove used oil from irrigation engines. He also uses it on tractors.

Sage mounted a 5 hp air compressor on a 2-wheeled trailer and hooked the compressor hoses up to an old 150-gal. propane tank. The compressor creates vacuum inside the tank. A 15-ft. long hydraulic hose, connected to the tank, sucks used oil out of engine oil pans and into the tank. By reversing pressure within the tank, the compressor can be used to blow used oil into a larger tank where it can be picked up and later recycled.

"It lets me contain used oil and recycle it with a minimum of spillage," says Sage. "I had been using a 5-gal. bucket and pouring the used oil into a 55-gal. barrel. It was a lot of work and messy. My 'oil vac' is drip-proof and hooks up with quick couplers. I installed male couplers

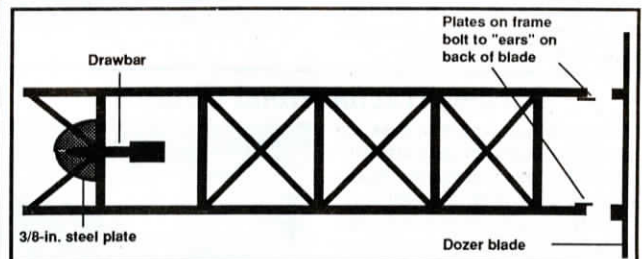
on all my engine oil pans to hook up to a female coupler on the end of the hydraulic hose. As soon as I hear a sucking sound indicating that the oil pan is empty, I close the valve to lock in the vacuum. Once there's vacuum in the tank, I can change the oil in 4 or 5 different engines without having to create a new vacuum.

"I use it on tractors, too, but not cars and trucks because the male coupler on the engine oil pan might get broken off in rough terrain."

Sage mounted two large batteries on the side of the trailer so he can easily restart irrigation engines after he's done changing oil. "It eliminates the need to use my pickup to jump start," notes Sage.

He paid \$50 for the tank and \$575 for the air compressor. Total cost was \$1,200 to \$2,000.

Contact: FARM SHOW Followup, Gary Sage, HCR 5, Box 524, Dalhart, Texas 79022 (ph 806 377-6231).



Front-Mount Dozer Blade

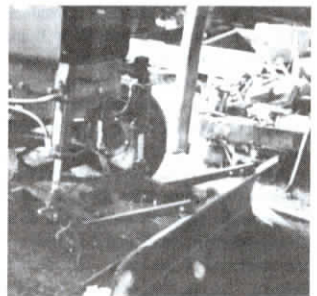
Harley Sponsler, Weldon, Iowa, mounted a dozer blade on the front of his Allis Chalmers tractor, using the frame from an old 1-ton Ford pickup to support it.

The frame of the pickup runs from the blade back to the 3-pt. hitch. It's raised and lowered by two hydraulic cylinders that mount on the front two corners of the frame of the tractor.

"I've used it for nearly 20 years to fill ditches, push snow, and even to push out small trees up to 18 ft. tall. Because you're pushing from the back of the tractor, it's got a lot of power and outstanding traction. If I need more traction, I just put a bale spear on back and hang a 6-ft. log from it. I've used the blade on 3 different tractors - an AC WD45, D-17, and an XT 190 - so I've had to change the mounting frame a few times," says Sponsler.

He made the 7-ft. blade itself by cutting apart a junked county road grader.

The front end of the pickup frame is at the back of the tractor, bolted to the draw-



bar by a 1 1/4-in. bolt. Sponsler bolted a 3/8-in. thick steel plate to the frame where the motor mounts originally mounted. This plate is what bolts to the drawbar.

He put cross bracing across the frame rails and added mounting brackets to attach the blade.

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