

## SANDING BELT TRIMS THEIR FEET AS THEY WALK THROUGH CHUTE

# New Automatic Hoof Trimmer For Sheep

Trimming the hooves on sheep is as simple as walking them through a chute, thanks to the new Automatic Hoof Trimmer from DeJong Welding, Sheridan, Ore.

"It allows one man, working alone, to easily hoof trim up to 1,000 head per day," says Michael Brown, inventor-manufacturer. "With hand trimming you'd have to hustle to do 100 sheep a day".

The idea for the chute, says Brown, came from a local farmer who'd seen something similar in Europe but was unable to contact the company or get literature. The farmer told Brown what he needed and Brown did the designing and building. He notes that the chute's been suggested for cattle and other livestock but, as of yet, he hasn't built a chute large enough to handle them.

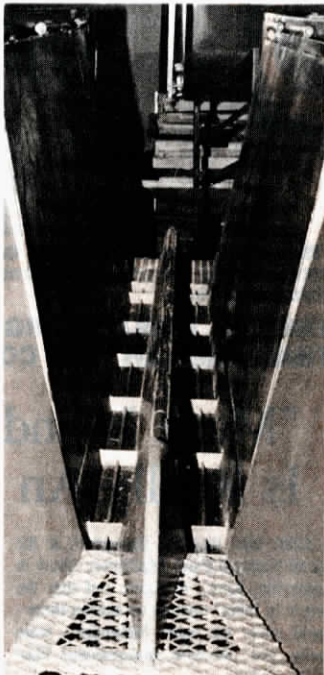
In using the chute, you simply group sheep by size and walks them through one at a time. It's adjustable to fit any size sheep.

The unit's mounted on a two-wheel trailer for easy transport from one farm to another. Sheep climb up the chute's ramp, walk through the 6-ft. long chute and down a ramp on the opposite side.

As they walk through, their left and right feet are separated by an angled divider that directs their feet onto a 1/4-in. rod located on each side of the divider. The rods, run the length of the chute, separating their hooves and keeping them from actually walking on the 34-in. wide waterproof silicone belt that sands off the tips of their hooves

The belt, which has adjustable speeds, can be raised or lowered depending on how much of the hoof you want to remove. It's hydraulically powered off a self-contained 8-hp. gas engine.

Brown feels that operators with large



Sanding belt at bottom of chute sands off tips of hooves as the sheep walk through.

flocks or those with smaller flocks but who also want to do custom work are his best "prospects" for the new chute. It sells for \$7,800.

For more information, contact: FARM SHOW Followup, DeJong Welding, Michael Brown, Rt. 1, Box 74, Sheridan, Ore. 97378 (ph 503 843-3415).

## THE RIDGE RUNNER

# New Leveling Tool For Chisel Plows

New for all makes of chisel plows is "The Ridge Runner," a rear-mounted leveling system from Pepin Farm Implements, Pepin, Wis., that smooths out ridges and, if you're applying anhydrous ammonia, helps seal the soil for maximum fertilizer retention.

The leveler's equipped with V-shaped shovels --one running between each pair of chisels at the rear of the plow, plus a half shovel at each end -- mounted on a 3 by 3 in. bar. The entire assembly attaches, via hinged arms, to the chisel plow's rearmost toolbar and is adjustable, via chains, for full or partial leveling action. Once set, the leveling system raises and lowers with the chisel plow itself, explains Randy Schruth, director of sales.

"The Ridge Runner provides a two-step leveling action," Schruth explains. "Its 3 by 3-in. toolbar begins the leveling process and the V-shaped blades finish it by moving suspended soil into grooves created by the chisel points. The leveler is

virtually plug-proof, even in heavy cornstalk ground. As soon as any stalks start to ball up, the leveler will walk right over the clump and clear itself."

Schruth notes that the Ridge Runner adapts to any width chisel plow. If your chisel plow has five shanks in back, for example, you'd need four V-shaped leveling shovels, plus a half shovel on each end. A leveling system for a 13 ft. chisel plow -- complete with toolbar, shovels and a pair of hinged attachment arms - retails for right at \$420.

"We're finding that there's interest in our new leveling system for fall as well as spring tillage," Schruth told FARM SHOW. "Rough fields are hard on tractor operators as well as equipment. The Ridge Runner makes it easy on both man and machine."

For more information, contact: FARM SHOW Followup, Pepin Farm Implements, Box 158, Pepin, Wis. 54759 (ph toll free 1-800-637-3746; in Wisconsin, call 715 442-4111).



Cab on home-built feed truck, salvaged from an old Deere 55 combine, provides all-around visibility for lining up truck's auger with bins, feeders and bunks.

## IT'S GOT A COMBINE CAB FOR GOOD VISIBILITY

# Feed Truck Built On Wrecked Pickup Chassis

"There's nothing quite like it on the market," says John W. Johnson, Columbia City, Ind., about his 3 1/2-ton feed truck built with a collection of parts salvaged from a wrecked 4-WD pickup and 3 different combines.

The only part of the maneuverable feed truck that was purchased new is the feed box itself which was purchased from Grain-O-Vator. Johnson normally would have mounted it on a trailer and pulled it with a tractor.

"This truck allows us to free up a tractor for other work and with the 4-WD and even weight distribution, it's actually got better traction in wet conditions than a tractor and trailer combination," Johnson told FARM SHOW.

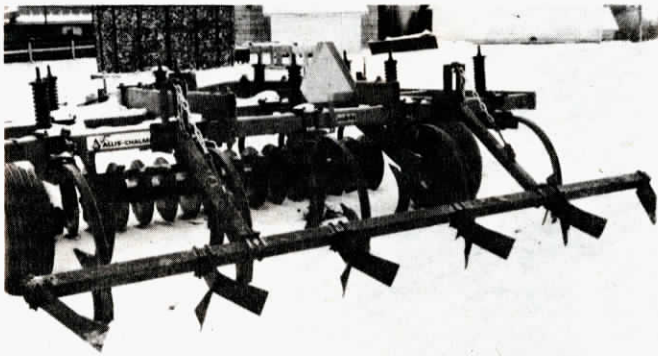
A wrecked 1976 GMC pickup was salvaged for the chassis, engine and drive train. The frame was cut off behind the cab and a new frame built from doubled up 6-in. channel iron 2 ft. longer than the original frame. The rear axle was remounted to the new frame and the driveshaft extended. The Grain-O-Vator feed box mounts directly on the new pickup frame and, except for the swing auger, is powered mechanically by an add-on pto unit driven off the truck's automatic transmission. Double roller chain powers the feed box off the pto.

Johnson salvaged the feed truck cab

from a Deere 55 combine. All pickup steering and transmission controls had to be rerouted and redesigned to adapt to the cab. The GMC power steering pump was replaced with a larger International combine hydraulic pump that drives not only the steering but also provides hydraulics to control the swing auger. The steering column, which controls the "slave cylinder" type remodeled steering system, came off an old New Holland combine. A wide walkway built with diamond plate metal down either side of the feedbox provides room to carry along a bale or two and makes it easy to look inside the feed box. The truck is fitted with lights for over-the-road travel, and Johnson says it'll travel down the road like a pickup.

"One reason I used a combine cab is for visibility. You can always see what you're doing all around the truck. Makes it much easier to line up the feed-out auger with small openings in bins or feeders when feeding hogs," notes Johnson, who says the total cost of the truck was about \$12,000. Much of that cost was for the new feed box.

For more information, contact: FARM SHOW Followup, John W. Johnson, Rt. 7, Johnson Rd., Columbia City, Ind. 46725 (ph 219 693-2050).



Ridge-Runner's 3 by 3-in. toolbar begins the leveling action and the large V-shaped blades finish it. Entire assembly attaches to chisel plow frame via hinged arms.