

Modular Poly Spill Containment System

“Our new modular poly wall system provides low cost spill containment for fuel, fertilizer and water tanks. It doesn’t require any excavation or anchoring system at all,” says Robert Nightwine, PolyStar Containment, Twinsburg, Ohio. He says a new Federal guideline requires secondary containment of fuel tanks by March 2013.

The Poly Dike MPE uses 4-ft. wide by 3-ft. tall molded poly wall panels to construct a variety of container sizes and capacities. Each wall panel weighs about 49 lbs., except for the corner pieces that weigh 85 lbs. To attach 2 wall panels together you simply line up holes along the sides and then drop a locking pin into place.

After setup is complete, a flexible liner (not

included) is rolled out and draped over the walls. Fiberglass clips hold the liner in place.

“Two people can set up a large containment area in less than an hour, and quickly move it if necessary, as opposed to a concrete spill containment system,” says Nightwine. The wall panels nest and stack for storage when not needed.

Panels sell for \$270; corner sections for \$443. The price includes all necessary components.

Contact: FARM SHOW Followup, Polystar Containment, 2030 Midway Dr., Twinsburg, Ohio 44087 (ph 800 275-3453 or cell 216 406-5887; sales@polystarcontainment.com; www.polystarcontainment.com).



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Cable-Guided Lawn Sprinkler Covers 200 Ft. At A Time

“My partner, Eric Boese, recently came up with a cable-guided lawn sprinkler that hooks up to an ordinary garden hose and follows a 200-ft. long cable. It can’t get stuck in soft dirt, and it can’t jump off the cable like commercial traveling sprinklers that follow a hose,” says Scott Schultz, Montezuma, Kan.

The sprinkler comes with an aluminum or stainless steel body and rides on 10-in. high, rubber-covered plastic wheels. A water-driven motor propels the unit along the cable, which attaches to a stake pounded into the ground. The cable winds up on a drum on back of the unit. The sprinkler covers a 20-ft. wide pattern and automatically shuts off when it reaches the end of the cable.

“It works great for anyone with a large, open area to water. You simply set the

sprinkler in place at your desired starting point, turn on the water and walk away,” says Schultz.

“We custom make units that can handle lengths of cable up to 300 ft. I use 150 ft. of cable with a sprinkler that I use at my home, and it takes 12 to 13 hrs. to cover that distance. A choice of 2 speeds lets you adjust the level of saturation to your lawn’s needs. It spreads about 2 in. of water in low gear.”

To build the chain-driven unit he starts with a commercial traveling sprinkler motor and wand. He replaces the motor’s original sprocket with a smaller one to gear the unit down for greater pulling power. “We make our own body, cable drum, and shutoff mechanism and add the big wheels. A metal skid on front doubles as a handle,” says



Sprinkler hooks up to a garden hose and follows a 200-ft. long cable. It can’t get stuck in soft dirt, or jump off the cable like traveling sprinklers that follow a hose.

Schultz.

“We’ve been making these units for a few years. Thanks to input from local people, we recently simplified the design to make them more user friendly. We also switched to a stainless steel chain. Now there’s nothing on this unit to rust.”

Sells for \$350 plus tax and S&H.

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Larry Fulton’s flatbed trailer converts quickly to a 4-sided, belly dump wagon.



To dump, Fulton designed the wagon so 2 side panels on the bed tip in toward the center, forming the sides of the belly dump hopper.

Flatbed Wagon Converts To Belly Dump Wagon

Larry Fulton’s flatbed trailer converts quickly to a 4-sided, belly dump wagon. The custom-built rig was designed to be pulled by horses, a small tractor or even an ATV.

Fulton designed the wagon so two side panels on the bed tip in toward the center, forming the sides of the belly-dump hopper. At the bottom, they rest on the wagon frame and two 9-in. sliding panels that the operator can open as desired. The front of the dump box is a fixed vertical panel behind the driver’s seat.

The third flat panel at the rear of the bed is fixed in place. It serves as a platform for a wheelbarrow tipping into the dump box.

“The customer I designed it for used a wheelbarrow to clean out box stalls,” explains Fulton. “He wanted to be able to wheel the manure up onto the bed and dump it.”

The wagon’s mainframe is made with 2

and 3-in. pipes. The panels are all 1/2-in. plywood and framed with box tubing made from salvaged steel roadside-sign posts. Overall length is 10 1/2 ft. The wagon rides on 15-in. car wheels.

“It would be easy to add brakes if desired,” says Fulton.

The flatbed is 66 in. wide by 88 in. long. When the floor panels are flipped and the rear panel is in place, the belly dump is 56 in. wide at the top and 10 in. wide at the bottom, 60 in. long and 28 in. deep.

The front ends of the panels are held in place with the aid of two 16-in. levers, one to each side. The levers are notched to slide up and over a bracket. One notch is for flatbed style, and one farther down on the lever and closer to the panel is for the belly dump style.

“I pull pins at the rear, lift the flatbed notches off the brackets, and the panels

pivot into belly dump position,” says Fulton. “It takes about a minute to convert.”

Two 9-in. wide gates at the bottom of the belly dump box slide on 1 1/2-in. channel iron mounted to the wagon frame and are controlled by sucker rod handles, one on either side of the driver.

Unfortunately, the customer had not checked with his boss before ordering the wagon. When she refused to pay, Fulton got the wagon back. He now has it for sale for \$600.



Fulton pulls on a lever to open two 9-in. sliding panels at bottom of hopper.

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