

# Semitrailer Makes Great Calf House

By Jim Ruen, Contributing Editor

Jay Frandrup turned a semitrailer into easy-to-clean, easy-to-feed, calf friendly housing. He removed the wheels, cut some holes and the result was nearly ideal for raising baby calves.

"The 48-ft. trailer gave me 12 4 by 8-ft. stalls," says Frandrup. "Rubber belting hung between the stalls keeps the calves from licking or touching each other. When I move a batch of calves out, I just remove the belting, open the end door and clean it with a skid steer."

Calf doors 2 ft. wide by 6 ft. high start 6 in. up on one side of the trailer. The 6-in. lip helps keep the bedding inside. Frandrup also cut 2 by 2-ft. holes on the opposite side for each stall. Fresh bedding is tossed in through those holes, keeping straw mess away from the everyday work area. They can also be left open for added ventilation.

Headgates on each doorway hold a feeding station, but easily swing out of the way for moving calves in and out.

Frandrup drilled drain holes in the trailer's wood floor to help keep bedding dry. A 6-ft. lean-to over the working area keeps rain off calves and workers. Concrete slabs in front of the doors are easy to wash down.

"The calf doors face southeast so the fiberglass roof helps keep the calves cool in the summer, but lets the sun in during the winter," says Frandrup. "I have a fan that blows air through in the summer, and it is never hotter inside the trailer than outside."

To make calf feeding and sanitation even

easier, Frandrup built a 10 by 12-ft. workroom at the end of the trailer. The heated enclosure has running water and a work sink with an on-demand hot water heater. Markings on the inside of the sink make mixing up milk replacer fast and easy. Feeding goes so smooth that Frandrup named the trailer after one of his daughters, painting Jenna's Diner on the side above the calves' heads.

"We run water, add powder and mix," says Frandrup. "I use a 110-volt pump to suck the milk replacer out of the sink through a hose to each of the calf pails. We can feed 12 calves in about 15 min."

Newborn Holstein calves are brought to the trailer and stay for about 6 weeks. Frandrup then feeds them to market weight. His daughters handle much of the calf feeding, which he says they like.

"They get up at 5:30 a.m. to feed the calves before going to school, and I want to make it easy for them," he says. "Besides, they are getting close to college age, and soon they'll be gone."

But the trailer will still be there, says Frandrup, simplifying calf care. It has worked well enough that he is considering adding another one like it, if he decides to expand his cattle feeding.

"I figure it took about 40 hrs. to build and that I have no more than \$1,800 in it," he says.

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Jay Frandrup divided a 48-ft. semitrailer into twelve 4 by 8-ft. calf stalls. Concrete slabs in front of the doors are easy to wash down. Rubber belting hung between the stalls keeps calves from touching each other.



Calf doors are located on side of trailer. To make calf feeding and sanitation easier, Frandrup built a 10 by 12-ft. workroom at end of trailer.



Richard Lindemer built this bean planter out of a Deere 7000 wide-row corn planter. He uses it to plant beans in the spring and cover crops in the fall.

## Deere Corn Planter Converted To Plant Beans, Cover Crops

"I'm sending you photos of a bean planter I built 4 years ago out of a Deere 7000 wide-row corn planter. I only use this planter for beans in the spring and cover crops in the fall," says Richard Lindemer, West Liberty, Ohio.

He started by cutting off the planter's row markers and removing all row units. He took the hydraulic lines off the main frame tube, then moved the planter's lift wheels to the center of the frame, spaced to work in 16-in. rows. He cut about 6 ft. off each end of the main frame tube, then welded the pieces back together and moved them to the rear using 4 pieces of 4 by 8-in. tubing and a top brace for strength.

The markers were put back on the original frame and the row units on the rear frame. "The hydraulic lines are now located outside the front frame. I built it that way so I didn't have to move the original transmission," says Lindemer.

He installed the grass seeder off a Deere 750 grain drill on front of the planter and also built a transmission to run the seeder. "By



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removing one pin, I can de-activate the seeder whenever it's not needed," says Lindemer.

"Everything has worked great from day one. Because the row units are now located farther back, I can usually make one extra round on headlands. And the seed boxes are easy to fill because I can use the walkway where the insecticide boxes used to be."

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Front-mount receiver hitch allows attachments to be added to golf carts, such as the 2 safari seats shown here.

## Front-Mount Golf Cart Receiver Hitch

Walt Bullock's latest invention makes golf carts more useful just as his SwiftLift system (Vol. 35, Issue 1) allows attachments to be added to riding lawn mowers.

The biggest advantage of his patent-pending bracket is that it keeps the 2-in. receiver high (about 22 in. off the ground) and puts the weight of the load on the axles. The height is important so attachments are high enough not to hit the ground when the cart is driven over uneven terrain.

"I found out that no one was using the front of the golf cart for anything," Bullock says. With his bracket and receiver, a variety of items can be added to make golf carts more useful.

With 2 safari seats (250 lb. capacity for each, starting at \$199), customers add seating capacity for taking people on farm tours, transporting bird hunters out to the field, or for just getting around.

A basket (\$99) comes in handy for carrying flats of plants, picking up sticks or hauling supplies. With a receiver extension (\$149), a cargo box or cooler can be carried behind the safari seats.

With the addition of a platform, barrel pump and nozzles, Bullock also offers a system (\$499) for firefighting or watering plants at a nursery.

"I originally designed this for commercial



Bracket keeps receiver hitch high off the ground, putting the load's weight on the axles.

applications, but I realized it has many home uses," Bullock says, adding he's also working on attachments for military applications.

The bracket, made in the U.S. with U.S. steel, runs from \$149 to \$249, depending on the cart. The brackets bolt on to some models such as Yamahas. Others, such as E-Z-GO, Cushman and Columbia, require welding. Bullock notes that most golf cart shops offer welding services or he will locate a certified welder for customers.

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