Digger's U-shaped blade is open on both ends. When 3-pt. mounted it can dig as deep as 24 in.

DIGS ROCKS, TREES, DITCHES

New-Style Digger For Skid Steers, 3-Pts.

New "do everything" digger blade for tractors and skid steer loaders "slices through dirt like a knife through butter," says inventor-manufacturer Chuck Devaney, E-Z Implements, Inc., Jordan, Minn.

The E-Z Digger is a U-shaped blade - open on both ends - made from high carbon steel. "It's great for digging out rocks, stumps and trees but can also be used to dig ditches as deep as 48 in.," says Devaney. "It's faster and easier to use than a conventional bucket because there's less blade area to push into the ground."

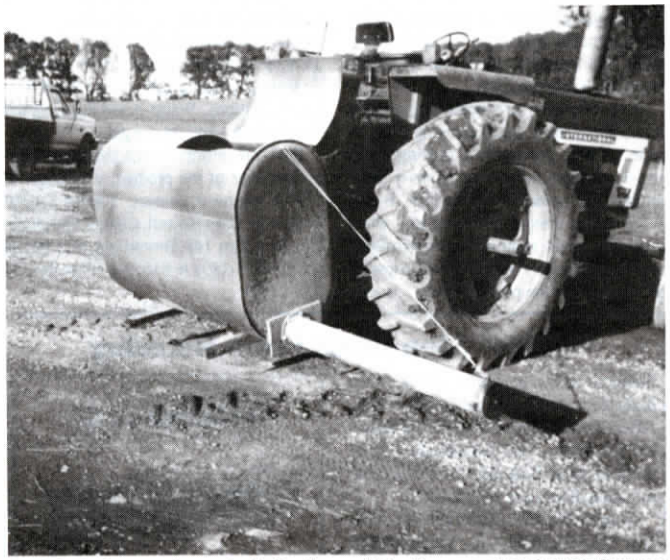
Once you dig out a rock or a tree, you can carry it out of the field with the blade. Blades are available ranging in width from 12 in. ($950) to 36 in. ($1,050). When mounted on a tractor 3-pt., it digs just 24 in. deep.

Devaney also makes the "E-Z Grader", a 6-ft. wide grading attachment that mounts on any skid steer loader. It's equipped with parallel cutting edges at the front and back so that it always cuts an even path. Two bars in the middle can be equipped with arrow-shaped scarifier teeth on 7 1/2-in. centers that can be flipped forward or backward.

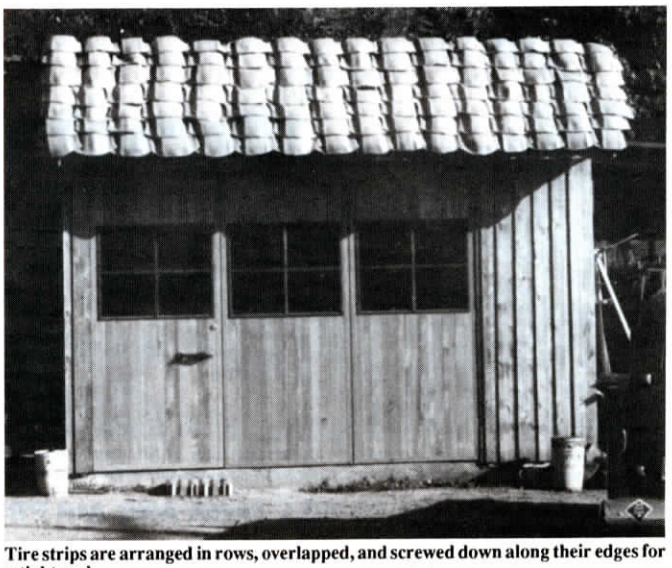
"It lets you cut off high points at full speed and can be used in both directions so it's much faster than a bucket or other blade," says Devaney. "The scarifier teeth work like a mini moldboard plow to roll the ground and turn it over. They smash and spread dirt clods 5/8 in. or larger, as well as weeds and chunks of sod, so a maximum amount of topsoil can be saved and used. It carries material like a scraper box but also pulverizes and feathers it out. Rocks and sticks don't interfere with the grading process. The cut material can be used by simply reworking it into the grade."

Sells for $995; $1,395 with scarifier teeth.

Contact: FARM SHOW Followup, E-Z Implements, Inc., 16700 Pueblo Blvd., Jordan, Minn. 55352 (ph 612 492-2867).



Bunk feeder has opening on top for loading and 4-in. dia. auger along bottom that runs into 4-ft. long steel pipe. Feed drops through hole at end of pipe and into bunk.



Tire strips are arranged in rows, overlapped, and screwed down along their edges for a tight seal.

"THEY LAST MUCH LONGER THAN ASPHALT"

"Old Tire" Roof Shingles

A Canadian company cuts old tires into strips for use as roof shingles and has come up with a patented new process to install them.

Moore Roofs Mfg., Inc., Squamish, B.C., has been shingling roofs with tire strips for 3 years and is now setting up franchises in the U.S.

The company cuts out the tire beads and sidewalls, resulting in 36-in. long strips that are 12 to 17 in. wide, depending on the tire used. The strips are then arranged in rows and alternated so that one row of strips is face up, the next row face down, etc. The strips are overlapped and screwed down along their edges for a tight seal.

"The main advantage of tire shingles is that they last much longer than conventional roofing materials," says inventor Richard Moore. "We guarantee them for 50 years and the warranty is transferrable to the next owner. It costs about $1.50 per sq. ft. to shingle a roof with tires. That's a little more expensive than asphalt shingles, but asphalt shingles last only about 10 to 20 years before you have to replace them. Tire shingles are very tough. If you try to chop into them with an axe, the axe will just bounce off. Tire shingles are also more wind resistant than asphalt shingles because they're heavy and attached more securely to the roof. The building will blow away before the roof will blow off. "They seal extremely well, allowing us to use them on roofs with minimal slope. Snow easily slides off them. They're so slippery that when we install them we have to use spiked logging boots to keep from slipping. Tire shingles also insulate much better than asphalt shingles because the black tires absorb heat, although we can paint them in a variety of colors."

Contact: FARM SHOW Followup, Richard Moore, Moore Roofs Mfg., Inc., Box 1459, Squamish, B.C., Canada V0N 3G0 (ph 604 898-5683).

AUGER ON BOTTOM RUNS OFF TRACTOR HYDRAULICS

Old Oil Tank Makes Great 3-Pt. Bunk Feeder

"It was fairly easy to make and didn't cost much to build," says Warren Teates, Rustburg, Va., about the 3-pt. bunk feeder he made from an old 275-gal. oil tank.

Teates cut an opening on top for loading and put a 4-in. dia. auger along the bottom that runs into a 4-ft. long steel pipe that extends out the end of the tank. Feed drops through a hole at the end of the pipe and into the bunk. The auger is powered by a hydraulic motor that runs off tractor hydraulics.

"It works good and holds up to 1,600 lbs. of feed," says Teates, who fills the tank with pelleted feed or grain for the 200 to 300 beef cattle he feeds each year. "I lower the tank and back it up under my elevator to fill it, then raise it and drive alongside the bunk to unload. I can adjust the 3-pt. top link to set the tank at whatever angle I want. My feed bunks have fairly low walls. It might work better with a high wheeled tractor for bunks with higher walls."

Teates cut a 2-ft. square hole in the top of the tank to make an opening. He welded lengths of strap metal to the bottom and side of the tank so that it can be hooked up to a 3-pt. hitch. He welded a rectangular steel flange onto the end of the tank, then bolted the pipe to the flange. A steel plate is welded onto the end of the pipe to support the end of the auger.

Contact: FARM SHOW Followup, Warren Teates, Lakewood Farm, Rt. 1, Box 42, Rustburg, Va. 24588 (ph 804 332-6289).