

"Hog Hearse" Makes It Easy To Move Dead Hogs

"My homebuilt hog hearse substantially reduces the stress and strain of handling dead hogs," says Rich Brauer, Petersburg, Ill., who won first place at the third annual Inventions & Gadgets Contest, held recently at the World Pork Expo in Illinois. The contest was co-sponsored by National Hog Farmer magazine and the National Pork Producers Council.

"Moving dead hogs is one of the toughest jobs a hog producer faces," says Brauer, who operates a 1,200-sow, farrowing-to-finish unit. "In the past we dragged dead hogs out of buildings with a cable attached to a short piece of pipe. But it takes two or three people to move a 400-lb. hog that way. By winching the animal up on wheels, one person can easily move even the largest hog."

Brauer simply extended the lower portion of a "hand truck" or 2-wheel dolly. He reinforced the weight-bearing sides with 3/4-in. dia. pipe, added a winch, cable and chain, and installed 6-in. dia. pneumatic tires which roll much easier than hard rubber tires, he says. To load the hog Brauer fastens the chain around the hog and uses the winch, mounted on the



handles, to pull it onto the hearse.

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Skid Steer Loader With Detachable Grader Blade

Archie Smith, Mora, Minn., built a one-of-a-kind skid steer loader that doubles as a precision grader tractor.

The home-built tractor features a grader blade assembly that simply detaches from the front of the 4-wheel power unit, which can then be fitted with a bucket for use as a skid steer loader.

"It's a great machine for landscaping, road grading and other precision grading as well as for plowing snow," says Smith. When the grader assembly is attached, the tractor is controlled by two steering wheels. One turns the front wheels of the

grader assembly while the other one raises and lowers the grader blade. When the front assembly is removed, the skid steer power unit is controlled using the brakes on either side of the machine.

The tractor is powered by a 30 hp. V-4 Wisconsin engine and fitted with a 4-speed Chevrolet car transmission. The 4-WD rig is fitted with car wheels and Dodge auto differentials on each axle.

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Self-Propelled 5-Ft. Wide Garden Tiller

"It makes gardening a lot easier," says Archie Smith, Mora, Minn., about the self-propelled 5-ft. wide garden tiller he built mostly out of junked parts.

The only parts Smith bought were the teeth on the tiller itself which mounted on a Model T truck rear end. The tiller is positioned behind the tractor tires that drive the rig so tire tracks are wiped out by the tiller. A row of spring tines follows the rear wheels, wiping out their tracks as well and smoothing the soil dug up by the tiller. The rear teeth move up and down with the tiller, which raises and lowers hydraulically for precise depth control.

The rig is powered by a 24-hp. Kohler twin cylinder engine that powers an IH 4-speed truck engine and an army jeep drive axle. He modified a set of tractor wheel rims to mount on the army jeep hubs.

A 3-speed Chevrolet transmission drives the truck rear end that makes up the tiller driveshaft so speed of the tiller digging teeth can be varied to adjust to ground conditions.

Smith uses the self-propelled rig to till his garden and to do custom work.

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Wooden Calf Stalls

"My homebuilt wooden calf stalls are easier to use than calf hutches and cost less to build and maintain," says E.J. Flinchum, Christiansburg, Va., who raises dairy calves inside a specially-designed shed equipped with 16 wooden stalls.

The stalls, 16 in. wide, 36 in. high, and 48 in. long, are built from 3/4-in. plywood that's supported by a framework of 2 by 6's. A feed trough runs in front of the stalls and bottle racks hang from a 2 by 6 above the trough. The shed is 20 ft. long and 16 ft. wide. Clear corrugated plastic covers the entire south side of the build-

ing to let sunlight in. A sliding door on one end allows calves to move freely in and out of the dirt-floor shed, which Flinchum cleans with a front end loader.

"I've experimented with different types of calf stalls for 40 years and these stalls are the best yet," says Flinchum. "I've used them for three years without losing a calf. I wanted a way to raise calves so they'd get plenty of exercise and be easy to feed. Hutches are expensive and require a lot of time for feeding and caring because you have to walk from hutch to hutch. These stalls are all located in one place so I can feed 16 calves in only 15 min. There's room for only one calf per stall so big calves can't crowd out the little ones and all calves get equal amounts of feed. Calves stay healthier than they do inside hutches because they get plenty of exercise in a 2-acre lot outside the shed, and because they can group together and stay warm in the sunshine that comes through the clear plastic south wall. I bottle-feed milk replacer for two months before weaning and provide dry feed when calves are 2 to 3 days old. I continue to feed them until they reach 400 lbs."

Flinchum says he spent \$600 for materials to build the shed and stalls. He's considering selling do-it-yourself plans.

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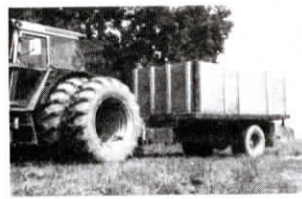
"Power Wagon" Built From 2-Ton Truck

"Converting an old truck into a pto-driven grain trailer lets me haul grain right through wet spots in the field. It gives me most of the benefits of hauling grain with a truck but without paying for a truck license and insurance," says Norman Wigfield, Clyde, N.Y., who pulls his "power wagon" with a Deutz 120 hp tractor equipped with duals.

Wigfield stripped a 325-bu. 1952 Dodge 2-ton single axle 14-ft. grain truck of everything but the chassis, rear axle, 5-speed transmission, and body. Then he shortened up the truck's frame by 1 ft. to make room for a heavy duty hitch that he borrowed from a Massey Ferguson flail

chopper. He slid the transmission back 1 ft. and welded a pto shaft off the flail chopper to the transmission. The pto shaft turns in the opposite direction as the engine so he had to turn the truck's rear end upside down to keep the wagon running in the right direction.

Wigfield bought the worn-out truck from a neighbor. "When the ground is too wet to use my two single axle trucks, I park them and use this trailer to dump grain into the dryer. I also use it on dry ground if the trucks can't keep up with the dryer," says Wigfield, who equipped the trailer with signal and tail lights so he can haul grain over the road at night.



The tractor's pto shaft also runs a hydraulic pump that allows Wigfield to raise the truck's body by putting the transmission in neutral with the pto in gear.

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