

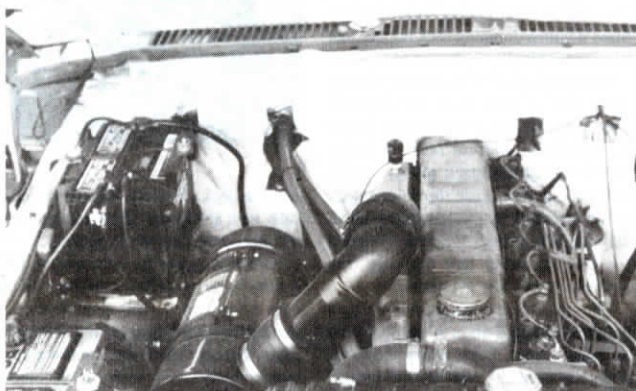
## Easy-To-Build 22-Ft. Rolling Gate

If you've got a wide opening to a field or farmyard that you'd like to close off but dread the idea of opening and closing a heavy, conventional-style gate, you might be interested in the simple 22-ft. rolling gate built by Tim Pate, Clarion, Iowa.

He used lightweight 1-in. sq. steel tubing with cross pieces welded in a staggered pattern. Then he fitted the gate with

a salvaged rubber-tired implement wheel a couple feet from the end. The result is an easy-to-move gate that doesn't sag and is wide enough to allow all of his machinery to pass through.

Contact: FARM SHOW Followup, Tim Pate, Rt. 1, Box 11, Clarion, Iowa 50525 (ph 515 532-2915).



## Ford Pickup Repowered With Diesel Engine

"I installed a Perkins diesel engine in my 1973 Ford pickup last summer," says Larry Fulton, Cheyenne, Wyo.

"I bought the F-250 4-WD new and put over 100,000 miles on the 360 V-8 engine with 4-speed transmission. At that point the engine was getting weak and using or leaking a lot of oil. So in 1991, I bought a wrecked 1974 Ford pickup for \$200 to get the truck's rebuilt engine, which I installed along with a C6 automatic transmission. Unfortunately, gas mileage dropped from 11 mpg to just 6 to 8 mpg. With a camper on, I sometimes got only 4 mpg.

"In 1993, I bought a 6.3544 Perkins diesel engine for \$800. It had been stored in a garage for over 2 years after being removed from another Ford pickup. The engine had about 60,000 miles on it.

"I wasn't happy with the C6 automatic transmission so I decided to go back to a manual shift. I tried to find a 5-speed transmission to match up to the bell housing on the Perkins but with little luck. After studying all the parts I had from these two pickups, I found a way to solve the problem that I think is unique.

"I use two flywheels. The Perkins diesel flywheel-starter ring takes care of the diesel engine and the 360 V-8 flywheel handles all clutching operations. I had to build an adapter plate out of 3/4-in. iron plate (\$75) to match up the Perkins cus-

tom built bell housing to the Ford bell housing. A machined spacer (\$60) between the flywheels positions the clutch and pilot bearing exactly in place. All the rest of the parts are standard Ford.

"I had to hammer out the cab by the gas pedal about 3 in. to make room for the bell housing. The 4-speed transmission sits 4 in. back from the original position. I redesigned the Ford motor mounts in front to fit the Perkins and re-used the mount on back of the transmission. The exhaust tees off to the existing dual exhaust system. The Ford radiator is large enough and with all the hoses from the two pickups, I cut them to make the bends and curves between engine and radiator. I mounted an extra battery holder for a second battery (12-volt system).

"I tried two different air cleaners because of intake noise and found that a Donaldson model works great and fits nicely. I used 3-in. PVC pipe to make air intake plumbing.

"The Perkins is governed at 3,130 rpm's for a top speed of 82 mph and runs very smooth at 62 mpg, getting 15 mpg. I've already put on over 6,000 miles and it doesn't use any oil."

Contact: FARM SHOW Followup, Larry Fulton, 4504 E. 17th St., Cheyenne, Wyo. 82001 (ph 307 634-7042).



## Rail Hoppers Used For Grain Storage

Two salvaged rail cars perched high atop I-beams at Tony Stonecypher's Iowa farm have gone from hauling grain over the rails to serving as stationary storage.

The cars have a combined capacity of about 3,250 bu. Incorporating the wrecked rail hoppers into the farm's handling and storage system was Stonecypher's uncle Eldon's idea. Tony's father Ray helped, too.

Eldon Stonecypher, who was killed in a car accident in 1988, got the first wrecked grain car in 1975. Only eight months old at the time, both ends of the car were smashed. He purchased the car from a railroad, had it lifted from the wreckage site with two cranes onto a low-boy trailer and brought to the farm.

Stonecypher cut the two damaged ends off and had the center compartment, which holds about 1,000 bu., lifted onto I-beams above his batch dryer.

After another derailment in 1980, Stonecypher bought a second car and had it hauled to the farm. Only one end of this car was wrecked, so Stonecypher had the damaged end cut off and the remaining two compartments, which hold 1,000 and 1,250 bu., respectively, hoisted onto I-beams so the car forms a T with the first.

"They only cost \$400 or \$500 apiece," says Ray. "But it got really expensive - I don't know just how much - to get them

here and up in the air. Cost of hauling for the last one, for example, was \$150/hr."

Each section of rail car is 15 to 16 ft. long and 15 to 18 ft. tall. Both cars are mounted at least 14 ft. above the ground.

The original single compartment is used mostly for wet storage.

The second car has a cement pad on the ground and is used for loading, unloading and blending grain from the Stonecyphers' two farms.

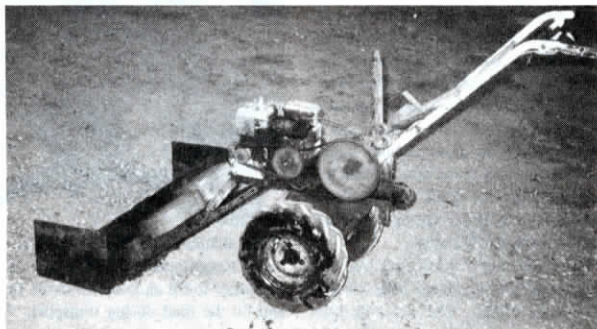
Hydraulically operated doors on the cars are controlled by a railroad brake wheel, and semis can be loaded in a matter of minutes, Stonecypher says.

"The truckers really like them because they don't have the wait they do at other facilities," he says. "They grin from ear to ear when you load them from the hoppers."

Stonecypher said he isn't planning to add any more rail hoppers to his system. Along with the cars' 3,250-bu. storage capacity, there are also grain bins and flat storage at the farm for total capacity of 25,000 to 28,000 bu.

"I've got a lot more storage space than grain to go in it," he says.

Contact: FARM SHOW Followup, Ray Stonecypher, 1321 March Ave., Floyd, Iowa 50435-8058 (ph 515 398-2417).



## Garden Tiller Manure Pusher

Old garden tillers make great manure pushers and scrapers, says Shelby, Iowa, farmer Gail Peterson.

He put drive wheels on the tiller where digging tines were. He used 2 pieces of angle iron and two pieces of flat iron to attach a 3-ft. push blade to front of tiller.

Two 10-lb. concrete weights behind the

blade apply down pressure. Four 7-lb. window weights wired to back of 14-year-old Snapper tiller improve traction.

Contact: FARM SHOW Followup, Gail Peterson, R.R. 1, Box 172, Shelby, Iowa 51570 (ph 712 544-2311 evenings, 544-2004 day).

(National Hog Farmer)