



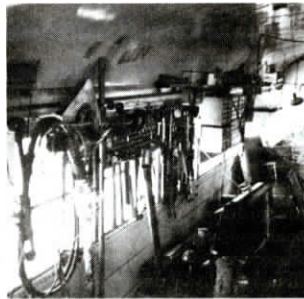
Converted Bus Makes Nifty Farm Shop

Joseph Morovits runs a hydraulic repair shop on his family's Eastman, Wis., farm and he needed his own building.

"I repair hydraulic jacks and cylinders and needed a place to work so my tools would not get mixed up with my Dad's. I decided to convert a school bus. I cut the body of the bus off the frame behind the driver's seat and set it on top of railroad ties so it would be low to the ground. I got the bus from a guy who used the bus frame to make a truck.

"I built a workbench over one wheel well and a shelf over the other one. I closed up the open end with tin on the outside and sheetrock on the inside. I put a wood stove inside to keep it warm in winter, burning newspaper and feedsacks. It only takes about 2 min. to bring it up to a good working temperature. In summer, I use an old furnace fan to keep cool.

"I wired the bus with lights and electrical outlets and made a parts washer out of



an old step saver, which works great because it comes with a built-in strainer. I added an electric motor and pump to it. "The cost of the shop was only about \$100. The bus was the cheapest part since I traded a repair job on a jack for it."

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Turned-Around IHC W-D9 Tractor

You'd have to offer a lot of money to Jerry Gormley, Grinnell, Kan., to get him to part with this "turned-around" 1956 IHC W-D9 loader tractor that he converted 12 years ago.

"It's the handiest tractor on our farm. For some jobs it's 10 times handier than our bi-directional Versatile," says Gormley.

To reverse the tractor, he flipped the ring gear and pinion, installed industrial gears in place of third and fourth gears, reversed all controls, built a cab from scratch that can be quickly lifted off for transmission work, and mounted a loader on the rear axle.

"We use it every day. It's great for loading bales into the grinder because the loader sticks out so far. All weight is over the drive wheels so the more you put in the bucket, the more traction you have. When the bucket's loaded, it's virtually impossible to get stuck. And we never have to worry about wheel bearings or the axle," says Gormley.

He says flipping the ring gear and pinion was easy. "You just split the tractor and flip them, giving you 5 gears in reverse and 1 forward."

Next, he installed IH industrial gears in place of third and fourth gear in order to get more speed in the field for handling bales. "At the time - the early 80's - we had as much as 700 acres of alfalfa and we used it to handle bales. The gears came from an industrial model IH W-9 so they fit without modification. They speeded up the tractor 3 or 4 mph so I can run 8.5 mph in fourth gear."

Turning all the controls around was a bit trickier. Gormley had help from a local mechanic. He first removed the fuel tank so the seat could be mounted closer to the front of the tractor (a new tank mounts between the loader arms). He converted the steering to hydraulic by driving a hydraulic pump from an old Massey combine off the engine crank-

shaft and connecting two 1-in. dia. cylinders off a Case combine to the steering jack shaft under the cab. A directional valve from a Deere 55 combine mounts on the steering column.

Converting the brakes was just a matter of flipping the mechanical linkage over since Gormley's W-9 is fitted with disc brakes. On a tractor with drum brakes, he says you might have to convert to a hydraulic brake system.

The trickiest part of reversing controls was the clutch. "The W-9 clutch was already hard to push so we couldn't just extend the linkage. We had to fool around with it to come up with a linkage with extra leverage. Now it works easier than it ever did," he says.

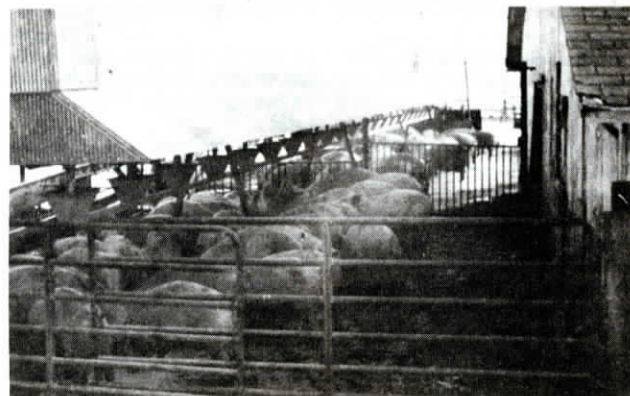
Gormley built the cab out of 4 by 2-in. rectangular steel tubing covered with sheet metal. A local body shop made up the windows. The engine heats the cab in winter. The operator just removes a shield that lets in more than enough heat.

To mount the loader, he made brackets to attach it to the tractor axle and heavy braces that run back to the old front of the tractor.

Recently, Gormley replaced the original diesel engine with a W-9 gas engine from an older tractor because the gas engine starts better in winter and it was in better shape than the original diesel. He says the gas engine slipped right into the tractor without any modification other than to come up with a few mounting brackets for the generator and other miscellaneous parts. The clutch housing and motor mounts matched perfectly.

"This has been a great tractor for us. I originally bought it in 1964. We used it for 16 years before converting it at a cost of about \$2,200 in 1980. There's still a lot of these tractors around today that could be converted," says Gormley.

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Automatic Sow Feeding System

"My home-built sow feeding system automatically feeds my gestating sows twice a day. I built it from salvage material for less than \$600," says Steve Moeckly, Polk City, Iowa.

The automatic feeding system is mounted inside a 100-ft. long, 6-ft. wide open-sided shed that has a concrete floor. A pair of enclosed 2-in. dia. augers extend the length of the building - one positioned above a series of feed hoppers and one below. The top auger is powered by a 3/4 hp electric motor that's wired up to a time clock. It delivers feed twice a day from a bin at one end of the shed to downspouts that fill the steel feed hoppers spaced at 4-ft. intervals. The lower auger mounts along the bottom of the hoppers and drops feed through small holes - spaced between the feed hoppers - onto the floor.

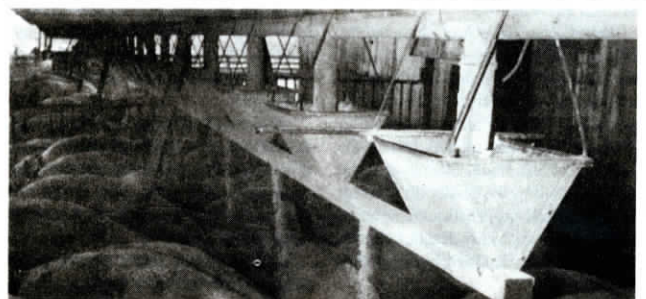
"It takes most of the work out of feeding

sows and lets them all eat at the same time so they all get the same amount of feed," says Moeckly, who has an 80-sow farrow-to-finish operation. "I had been using a 5-gal. bucket to feed but that always caused a brawl at feeding time and the strongest sows would get more to eat.

"I bought the feeding system from a neighbor for \$500. My neighbor finishes hogs and switched to a continuous feeding system. However, a limit feeding system works great for me because my gestating sows need only about 4 1/2 lbs. of feed per day.

"I can vary the amount of feed in the hoppers by adjusting the length of each downspout. Each hopper holds 12 lbs. of feed when full, but I can adjust the amount down to as little as 2 lbs."

Moeckly salvaged the time clock from an old refrigerator. He simply changes the position of pins inside the clock



whenever he wants to change feeding times.

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