



Add-On Attachments For Front-Mount Deere Mower

When George Lehnert, Bowling Green, Ohio, needed a hoist to do lifting work around his farm, he built one that mounts in place of the deck on front of his Deere 911 riding mower.

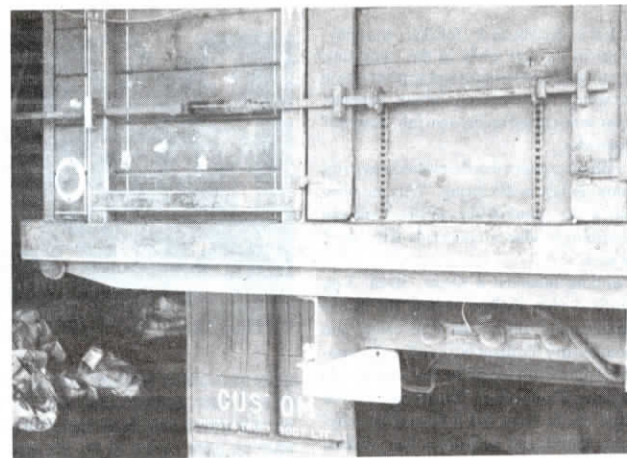
Lehnert used 2-in. sq. tubing to build a lift frame that simply pins in place on the mower mounts and is supported by two castor wheels off the mower deck. A 2 by 24-in. hydraulic cylinder, powered by the mower's hydraulics, raises and lowers a hinged steel arm that's pinned to the top of a vertical post. A boat trailer winch mounts on the lift arm.

"It lets me lift 700-lb. loads up to 10 ft. high," says Lehnert. "It cost less than \$200 to build. I use the boat trailer winch

only to take up slack on the cable. I use the control lever that normally raises the mower deck to raise or lower the entire boom frame and the lever that rotates my snowblower chute to raise and lower the hinged arm."

Lehnert also built a boom sprayer to mount on front of the mower. He mounted a section of spray boom on a frame made out of square tubing. A 30-gal. barrel serves as a spray tank and a small gas engine is used to belt-drive a sprayer pump.

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Endgate Lift For Trucks

Bill McLaren, Maidstone, Sask., made a hand-cranked "chain and sprocket" endgate lift for his truck that allows him to open the sliding door from the side of the truck, out of the dust and away from the danger of unloading augers.

McLaren welded two pieces of no. 40 chains parallel to each other on the outside of the sliding door. A steel rod with a handle on one end is used to turn a pair of sprockets that "walk" the chains up or down to raise or lower the door.

"My wife loves it because she can stand out of the dust without having to get close to the dump hopper," says McLaren. "Another advantage is that the sprockets force the sliding door straight

up or down so it never binds or sticks. The sprockets are mounted with set screws so if the steel rod ever gets twisted I can remove the sprockets and straighten out the rod. The rod consists of two sections that are connected together by a threaded collar. To remove the tailgate I simply unscrew one of the sections from the collar. The rod is held on the back of the tracks by three small wooden blocks that I cut off a hockey stick. I drilled holes in them the same size as the rod and screwed them to the truck box."

McLaren had a problem completely closing the sliding door because grain got in the lower part of the sliding door channels. To solve the problem he cut



Fuel Tanks Turned Into Truck Hoppers

A South Dakota construction company makes big dump hoppers out of old above-ground steel fuel storage tanks.

The steel tanks Soukup Construction uses have 7/16-in. thick sidewalls and are 33-ft. long and 8 ft. across. They cut the tanks in half with a torch after first using dry ice to carefully purge all fuel fumes from the tank. The top edges of the cut tanks are reinforced with 2 by 6-in. steel tubing welded in place and braced from below. The rear gate hinges on 4-in. channel iron frame attached to a 1 1/2-

2-in. dia. pipe hinge.

The triple axle trailer frame is made out of 3/4-in. steel plate. The back end of the tank hinges on a 3-in. dia. shaft. A 4-section telescoping hoist raises the front of the box about 20 ft. to dump. One of the biggest advantages of the idea is that there are no corners so loads dump out completely.

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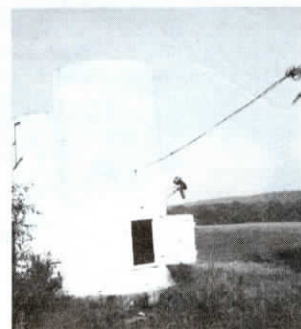
Fuel Tank Grain Bins

"We make grain bins out of used fuel tanks taken out of gas stations because they leak. Each bin holds a semi-truck load of grain or feed," says Steve Heath, Finley, Okla.

"The 7-ft. dia., 14-ft. tall bins hold 450 bu. of grain or 12 tons of feed. We install two doors - one on top and one on the side to clean it out. Doors are 3 by 2-ft.

"The most important part is cutting into tanks safely because if any fuel is left inside it can be extremely volatile. We use auto exhaust fumes to clean out any remaining gas fumes. We run exhaust into tank for 1 hour before cutting.

"We use four pieces of angle iron around each cut-out panel to seal out water. We weld the pieces to the door panel with the flange downward and the pieces of angle iron sticking outside the hole in the tank. That leaves a 1/2 in. clearance for the door at the top and bottom and on each side.



"Pieces of 6-in. dia. pipe, 2 ft. long, are used to make auger openings near the bottom of the tank. Ladders are made by bending 5/8-in. dia. round stock into square 'U-bolts' that are placed in holes in bin wall and then welded in place. A piece of 5/8-in. flat stock is welded across inside of tank where steps are affixed.

"Tanks are placed on concrete pads with bolts to hold them in place.

"These bins cost me \$50 each in welding time and rods. Metal for each bin cost approximately \$25. Concrete cost \$125. Paint (white) \$80. Total cost per bin was less than \$300."

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out the lower part of each channel at a 45 degree angle. "The cut-out corners let grain escape from the channels so I can shut the door all the way down," notes McLaren.

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