

## Pull-Behind "Saddle Tanks"

Mounting saddle tanks on a pull-behind trailer looks funny but it makes sense, says Gary Neil, Reinbeck, Iowa, who wanted to get away from the extra labor required to mount and dismount saddle tanks as well as the problems they caused with the performance of his tractor.

"My saddle tanks were belly-mounted on a Deere 4520 tractor. I moved them to an old 5-row anhydrous applicator and I use them to spray pre-plant herbicides on corn and beans and also for post-emergence spraying of broadleaves in corn. I also use them for pasture spraying of thistles and for hand gun spraying around fields," says Neil.

"One of the things we didn't like about tractor-mounted saddle tanks was that it took two men to mount them and they tied up the tractor when they were on. Another problem is that in wet ground, the front wheels would sink down when the tanks were full of liquid, slowing the

tractor down. It was hard on the tractor engine and clutch, and caused compaction. When the tanks were tractor-mounted I could see all year long where I had driven in the field. Now the weight of the 400 gal. of water is off the tractor and on its own. The trailing rig hooks up to the tractor drawbar and I pull a 25-ft. field cultivator or a 20-ft. disk behind it. A "false" drawbar, made out of 3 by 1-in. steel, runs from the tractor to whatever is towed behind the saddle tank rig. The false drawbar is held rigidly in a frame with two carriage bolts which wear and have to be replaced each season. When spraying post-emergence chemicals, I mount a boom behind the saddle tanks. I use the same lift that raised and lowered the anhydrous injector knives to raise and lower the boom."

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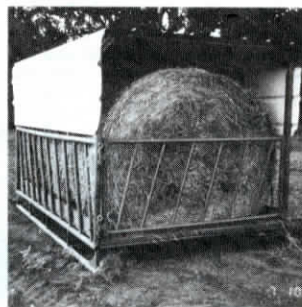


## Two-Bale Covered Feeder

"Cows like it because hay doesn't get wet and I like it because it saves hay," says Ed Schaffner, Mondovi, Wis., about his covered 2-bale cattle feeder for round bales.

The feeder holds two bales end-to-end on a raised wooden floor. The frame of the feeder is made from 2-in. pipe and 1-in. pipe on the slanted side bars. The top and one end of the feeder is covered by sheet metal.

"It looks like a covered forage wagon. I spent about \$400 to build it. Before, when it rained on hay in a feeder, I had trouble getting cattle to eat it. This feeder will pay for itself in less than a year in hay savings," says Schaffner. "You just swing the end gate, back a bale in, and then use



the second bale to push the first one in."

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## "Old Engine" Electric Winch

Junked engines can be salvaged for use as heavy-duty electric winches, according to Joe Halvorson, Eleva, Wis., who made an electric winch from a 1939 6-cyl. Chevy engine.

"I cut the block and crankshaft off in the 6th cylinder close to the flywheel, just ahead of the first main bearing. I left the flywheel in place. Then I welded a square shaft to the end of the crankshaft along with a drum to wind up cable. A 6-volt starter motor provides the power, belt-driving the crankshaft the way it would if the engine were still in use," says Halvorson.

He says engines make great winches because of the heavy duty bearings on the crankshaft. The '39 Chevy engine he used has 4-in. bearings. He can use the winch for most any heavy lifting or towing job around the farm.

"Cutting away the parts of the engine block that weren't needed was the hardest part of the job. I used an electric arc," says Halvorson.

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## Articulated 4-WD "Mini Scraper"

"This articulated, 4-WD 'mini scraper' outmatches any skid steer loader for cleaning free stall barns and holding areas," says inventor Gerald Athorp of Cleveland, Wis.

His "mini scraper" measures only 42 in. wide at the wheels, 48 in. wide at the tractor blade and 72 in. long. Athorp built the rig by narrowing up two Buick car axles, and connecting them with a homebuilt driveshaft made of 1 in. sq. tubing. The car's four 7.50 x 13 tires still are mounted on the axles.

To power the "mini scraper," Athorp borrowed a hay baler's 2 cylinder, 18 hp Wisconsin engine. A hydrostatic transmission provides infinite speeds.

To seat yourself, you simply step over the bucket and sit down low, with no obstructions in front of you. The bucket measures 12 in. high, 4 ft. wide and 18 in. long. Athorp uses it as a blade to scrape alleys twice a day in his free stall barn and holding area, and to push manure into "pumps" - floor holes above a manure pit.

To raise or lower the blade, Athorp uses a footrest. Pushing down on one side of the footrest drops the blade; pushing down on the other side raises it.

According to Athorp, the "mini scraper" offers more traction and convenience than a skid steer loader. "We tried using both a skid steer loader and a garden tractor with front mounted blade, but neither rig had enough traction. The problem is that when you turn a corner with a skid steer loader, both front wheels usually leave the floor. As a result, you're pivoting on the rear wheels, and the loader's front end is way ahead of you. The 'mini scraper', however, pivots in the middle so you zip right around corners without breaking stride. You don't have to skid around all the time and wear out tires."

The "mini scraper" also features a unique steering system. The steering lever is located to the left and front of the seat. To turn left, you move the lever forward; to turn right, you move it backward. "As you're maneuvering the lever off center, you always have the feel of how short you're turning, so you don't always have to look back to see where the rear wheels are going," says Athorp.

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## Three-Wheeler ATV

"My home-built three-wheeler ATV works great and cost less than \$300 to build," says John Moellering, Grinnell, Kan.

Moellering's rig is powered by a 8 hp Briggs & Stratton engine which drives a Comet torque converter and a Peerless differential. A 20-in. wide, 10-in. long, 8-in. deep tool box behind the driver's seat is used to store tools and fence supplies.

"I use my ATV for everyday chores as well as for moving electric fence posts and wires," says Moellering, who built the three-wheeler about 15 years ago.

"The differential and individual brakes on both rear wheels allow me to turn shorter than commercial three-wheelers where both rear wheels turn at the same time. The torque conversion drive eliminates the need to shift gears constantly. I can jog along at 5 mph or open the throttle and go up to 25 mph. The Briggs & Stratton engine cost only about \$150 and



has adequate power except in extremely muddy ground."

Moellering purchased the seat from a local upholstery shop. He built the tool box from 14 ga. sheet metal and thin wall pipe.

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