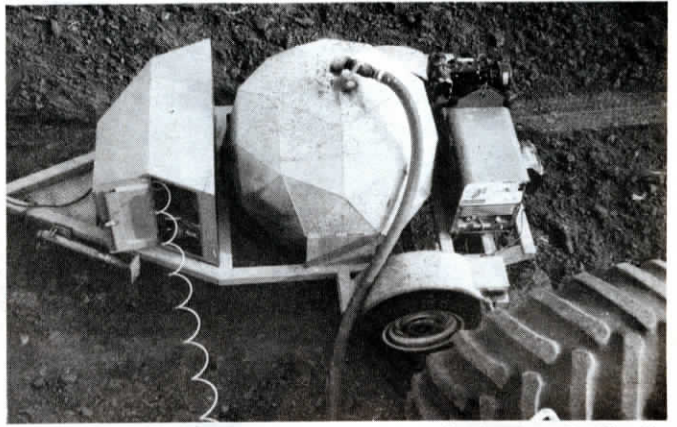




Geodesic 300-gal. fuel tank mounts on its own trailer, powered by a portable welder.



Fuel is transferred through a 2-in. dia. hose out the top of tank or through a 1-in. dia. hose coiled on a reel in a compartment at front of tank.

## DESIGN ALLOWS DIESEL FUEL TO BE FORCED OUT UNDER PRESSURE

### “Geodesic” Fuel Tank

A home-built, trailer-mounted 300-gal. “geodesic” diesel fuel tank, designed to withstand the use of air pressure, lets Merlin Boxwell, Cut Bank, Mont., refuel even his biggest tractors or trucks in 3 1/2 min. or less.

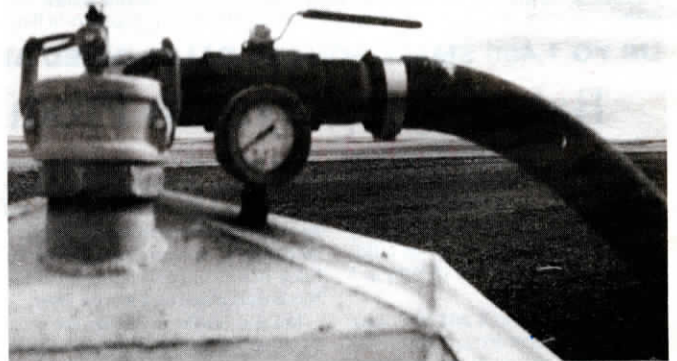
The strong “geodesic” design of the tank lets air be used to pump diesel fuel out under pressure. An electric arc welder mounted on the trailer acts as a portable generator to operate an air compressor. Fuel is pumped out through a high-volume 2-in. dia. hose and nozzle that runs out of the top of the tank. There’s also a long 1-in. hose on a reel at the front of the tank.

“It replaced a pickup-mounted fuel tank I had been using,” says Boxwell. “The trailer

license costs only \$15 compared to several hundred dollars for a truck license, not to mention the other costs of running a pickup.

“I’ve built two 300-gal. geodesic tanks and can pull the two trailers together, one behind the other, down the road. The geodesic design allows the tank to withstand 15 psi safely. It would probably handle even more pressure, but I mounted a 15-lb. pressure relief valve on the filler cap. There’s also a pressure relief valve on the air hose that hooks up to the compressor. The 2-in. dia. hose requires about 5 psi while the 1-in. dia. hose requires about 15 psi.

“I welded the geodesic fuel tank together myself after reading a book about geodesic domes. I also built a geodesic greenhouse.



A 15-lb. pressure relief valve mounts on filler cap at top of tank.

The tank is welded to the trailer frame which I built from 3 1/2-in. sq. steel tubing. I recommend using a geodesic fuel tank only for diesel fuel. I don’t think the added

pressure would be safe for use with gas.”  
Contact: FARM SHOW Followup, Merlin Boxwell, Box 65, 1021 First St. S.E., Cut Bank, Mont. 59427 (ph 406 873-4257).

## REDUCES LABOR COSTS, EASY TO TRANSPORT

### World’s Biggest “Baler” Makes 12-Ton Bales

An Australian hay contractor says he’s got the ultimate hay baler. His giant hay compactor makes 12-ton bales that he says are easier and more economical to transport than conventional bales.

Terry McFarland, who operates out of Narrabri in New South Wales, uses a cotton module builder to make the big stacks, which contain the equivalent of 500 to 600 small square bales. Cotton module builders are used all over the world to make the big stacks of cotton which are standard for that crop.

McFarland says his giant bales have many advantages over their smaller cousins, particularly when it comes to pricing and handling. For a start, he’s able to sell them for much less because of the reduced labor required to stack and handle the giant stacks.

“It takes 2 to 3 hours to load an ordinary semi-load of hay bales but you can load one of these stacks onto a self-loading chain bed truck in 5 min.,” he points out noting that, at least in his part of Australia, there are plenty of chain bed trucks around looking for work so he hasn’t had to buy one. And cotton module builders are only used during cotton harvest so they’re free for hay work the rest of the year.

McFarland cuts and bales hay into big stacks in the summer and leaves them in the field with a tarp over the top until someone places an order. “Rain doesn’t hurt them. They’re virtually a self-contained hay shed,” he says.

He cuts and chops hay or sorghum stubble or whatever he’s baling with a forage harvester and blows it into high-dump wagons (also used for handling cotton) which then dump the hay into the cotton press. It takes 10 to 15 acres and about 2 hours to make each bale. On average, his crew of five makes 5 to 6 bales a day.

“People were very skeptical at first but

it’s just a matter of them getting used to a new idea,” says McFarland. “They said the bales wouldn’t hold together on the trucks but we’ve transported 20 of them and they hang together better than cotton modules.”

Feeding the hay out is not a problem, he says. Some buyers just plunk big bales down in the pasture and let animals feed off them from all sides. Others put a fence

around the bales and let stock feed from one end with a self-feed gate. Others use loader forks to break chunks off the bale to carry to livestock.

Contact: FARM SHOW Followup, Terry McFarland, Wandahlee, Narrabri, 2390 New South Wales, Australia.

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“It takes 2 to 3 hrs. to load an ordinary semi-load of square hay bales but you can load one of these 12-ton stacks onto a self-loading chain bed trailer in 5 min.,” says Terry McFarland.