

"Wagon Wrench" Makes Dump Chute Easy To Open

Opening dump chutes on grain wagons is a lot easier with a new fold-out handle that bolts to the wheel.

"When wagons are full it's always difficult to open the chute because the weight of the grain is against the door and the small diameter wheel can be quite a chore to turn," says Glen A. Wells, Spencer-ville, Ohio, about his "Wagon Wrench".

The fold-out handle attaches to the wheel with two bolts. It consists of a piece of 1-in. sq. tubing about 2 ft. long that fits inside a length of channel iron that runs across the width of the wheel. When needed, you just pull out a pin and fold it outward, using the added leverage to turn the wheel.

"We made a portable version a few years ago but then we always had to look for it when we needed it. This new version is always on the wagon."

Wagon Wrench sells for \$29 (plus \$6.50



shipping). Wells would like to work with an existing company to manufacture and market the idea.

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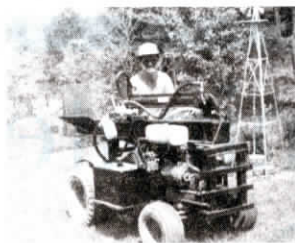
Self-Propelled "Cut Cadet" Wood Splitter

If you split wood, you'll appreciate this self-propelled rig put together by Pennsylvania farmer Dale Mummert on the frame of a 10-hp. IH Cub Cadet garden tractor.

Mummert wanted a splitter that he could move from place to place without having to hook up to a tractor.

"I stripped off the hood, gas tank, grill, seat, mower deck and the clutch that runs the deck, then mounted the splitter components on the machine. The splitter consists of a 6 by 6-in. H-beam fitted with a 4 by 30-in. cylinder powered by a 16-gpm 2-stage pump. The beam mounts over the center of the tractor and pivots down for either vertical or horizontal splitting.

"The oil reservoir and gas tank mount on the right side of the machine. A new seat, extended steering wheel and clutch pedal mount on the left side. I also



installed a new heavy grill made out of steel tubing in front.

"I have split wood chunks up to 30-in. dia. with no problem. Because I can pivot the splitter down to work vertically, I don't have to lift the big chunks. Saves my back. I've used it for a year with no trouble at all."

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MF Paddle System Mounted On IH Combine Feederhouse

"My feederhouse paddle system has more capacity and should last much longer than my combine's original feederhouse conveyor chain," says Ed Feil, Golden Prairie, Sask., who removed the feederhouse paddles from a 1983 Massey Ferguson 852 combine and mounted them on his 1981 International Harvester 1482 Axial Flow pull-type combine.

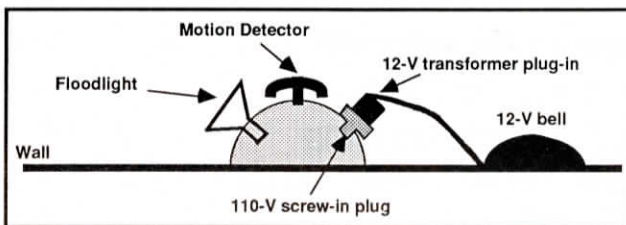
"In 1982 I traded my Massey Ferguson 751 pull-type combine for the 1981 IH combine and discovered that the feederhouse conveyor system didn't have enough capacity," says Feil. "Also, because the feederhouse conveyor chain was short and fast moving, chain life was very short. The chain and sprockets would have lasted only about three years before I would have had to replace them so I decided to install a Massey paddle system. New paddles and parts would have been cost prohibitive so I found an 852 Massey pull-type combine at a salvage yard and stripped the paddles off. The combine had been rolled and had harvested very few acres. I paid \$1,000 for the feederhouse paddle system which was hardly any more than the cost to replace

the IH feederhouse chain.

"The same paddle system could be used on IH 1460 and 1480 combines, as well as the newer 16 Series Case-IH combine, with a few minor modifications. The paddle system is extremely quiet. All drives are on the outside of the feederhouse so they last longer and are easier to adjust. Feederhouse capacity has increased considerably."

Feil cut the internal supports out of the IH feederhouse and replaced them with 1/2 by 5-in. gussets on the outside of the rear bearing housings. He also welded the front of the feederhouse solid which keeps the header from tilting forward or backward. "I use the combine only for picking up swathed grain so welding the feederhouse into one position was no problem," says Feil.

The next problem was installing the three shafts that carry the paddles. The shafts were originally spaced 14 in. apart on the Massey combine but 12 in. spacing worked fine on the IH. He used the original IH feederhouse driveshaft at the rear and then installed two additional shafts. The Massey feederhouse and shafts were



Inexpensive Visitor Alarm

"It lets me know when anyone comes up my driveway," says Marvin Hammer, Bartow, Fla., about the inexpensive "visitor alarm" he made out of standard off-the-shelf components for less than \$50.

The alarm has a motion detector that senses any movement within 20 to 30 ft. When anything moves within its area of detection, it sets off a bell that rings for about 15 seconds.

"The bell is very loud and I can hear it when I'm working at my shop, which is 400 ft. away. Before I installed this alarm, people could come and go and I wouldn't know it," says Hammer.

Key component of the alarm is an outdoor floodlight with a built-in motion detector. They commonly sell for about \$15 apiece at discount stores and are designed to easily install in place of an existing light fixture. There's a screw-in floodlight on either side and a motion

detector at the center.

Hammer simply mounted the fixture on a wall alongside the driveway and then screwed out one of the floodlights and replaced it with a screw-in plug-in. He mounted an 8-in. dia. 12-volt bell (sells for \$30 at Radio Shack) next to the fixture. The bell plugs into the screw-in socket with a small transformer of the type commonly used to power battery-powered tape recorders, radios, etc.

Now when the motion detector senses movement, it lights up the remaining floodlight and sets off the bell. The unit can be adjusted to ring for a shorter or longer period. "It lets me know if anyone drops in - company, mailman, etc. - but also scares away potential burglars," says Hammer.

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"Propeller Fan" Keeps Livestock Cool

Old airplane propellers can be easily converted into powerful giant blower fans that work great in hot weather for keeping livestock cool, says Rawson, Ohio farmer Ron Cramer.

Cramer bought a reconditioned 6-ft. long propeller designed for a Cessna 180 airplane and mounted it on a steel frame that's bolted onto a 5-ft. wide, 3-pt. rotary mower deck. The propeller is belt-driven off the mower's pto shaft.

"It really moves a lot of air and keeps my poultry from being smothered to death in hot weather, especially when we're loading them into trucks," says Cramer, a commercial duck producer. He built his "propeller fan" two years ago. "At pto speed the propeller runs at about 2,000 rpm. Even when I stand 70 ft. away from the fan it almost blows me over.

"I had been losing up to 30 ducks per truck load in hot weather. However, I haven't lost one since I built my propeller fan, which I use to blow air into trucks as the birds are loaded. I think it would help for loading any type of livestock or even to blow cool air into a barn. A good used propeller sells for \$150 to \$300."

Cramer used 2-in. sq. tubular steel to build a frame to support the propeller and bolted it onto the mower deck. He bolted the propeller mounting flange to a wheel



hub and 2-ft. length of axle tubing salvaged from the rear wheel of an old combine. The propeller is driven by a double V-belt that runs on a pair of double-groove, 12-in. dia. pulleys. A pair of threaded U-bolts mounted on the frame are used to raise or lower the top pulley in order to tighten or loosen the belt. Wire mesh hog panel clamped to the steel frame forms a protective cage around the propeller.

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3 1/2 in. wider than the IH feederhouse so Feil had to rework the drive end of the shafts and install spacers. He also cut 3 1/2 in. off the paddles.

After the shafts were installed all the internal parts were bolted in place. The drive sprockets from the Massey combine were put back on their shafts, except for the rear shaft where Feil welded on larger 30-tooth sprockets. "The rear beater

shaft on the Massey combine ran at a higher speed than the front beater shafts and I wanted to run them all at the same speed," says Feil.

The final step was to make chain tightener sprockets. Feil made sliding brackets for them out of angle iron.

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