

Calf table tilts 90° in each direction.

LETS YOU LAY CALF ON RIGHT OR LEFT SIDE

New Calf Table Tilts Two Ways

New from Filson Livestock Equipment, Protection, Kan., is a calf table with a unique "end circle" design that lets you lay a calf on either its left or right side for branding, vaccinating, etc.

"A key advantage of this all-steel calf table," says Hugh Crawford, salesman, "is that you have the option of laying the animal on either side without making any adjustments on the table."

The table rotates 90° in each direction on 4 wheels, one located at each corner of the base. The design actually makes heavier calves easier to tip because their weight makes it easier to turn them on their side. A single

operator can perform all the tilting and working functions, notes Crawford.

Side panels on the table swing open for working on the animal. A non-choking stanchion is featured, along with a front exit. The table also has a squeeze chute which can be controlled from either side.

The unit weighs 430 lbs., stands 52 in. high and is 56 in. long. Sells for \$595.

For more information, contact: FARM SHOW Followup, Filson Livestock Equipment Co., Inc., P.O. Box 67, Protection, Kan. 67127 (ph 316 622-4521).

ESPECIALLY SUITED FOR WET CORN AND OTHER "STICKY" MATERIALS

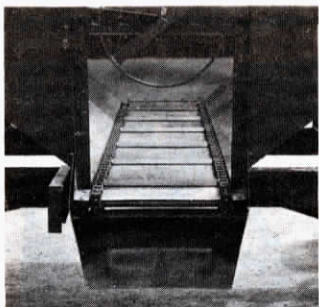
Power Gravity Box "Unloads Anything"

"It'll unload most anything, including high moisture corn or other grains — even sticky silage or ground feed," says Drew Pattee, president of Dercos Mfg., Waupun, Wis., manufacturer of a gravity box equipped with a pto-powered cross conveyor.

"Some of my customers use the box to haul high moisture ear or shelled corn from the field for direct unloading into a grinder or drier. I haven't had any complaints whatsoever about corn bridging in the wagon—regardless of moisture content. Some farmers use the wagon to feed silage, unloading directly into the feed bunk. I've even heard of some farmers using the wagon for hauling wood shavings," notes Pattee.

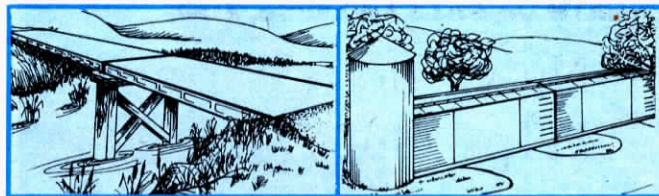
The 225 bu. capacity box can be fitted with 18 in. side extensions, increasing its capacity to 300 bu.

The bottom cross conveyor is 19½ in. wide and has slanted paddles to prevent cracking or breaking of corn kernels. The standard model is pow-



Conveyor is pto or electric driven. A hand-operated slip clutch controls conveyor speed.

ered by the tractor's 540 rpm pto (an electric motor drive is optional). Conveyor speed is controlled by a hand operated, variable speed slip clutch. The control lever for the clutch extends out to the side of the unloading gate and, when released, automatically shuts the apron off.



Old boxcars can store grain, left, while flatcars make good bridges, say railroad spokesmen.

USE THEM AS BRIDGES, BARN OR FOR STORAGE

Boxcars For Sale: Only \$800, "As Is"

Railroads often sell surplus rail cars to the public but the Rock Island Lines, forced to liquidate because of its bankruptcy, is selling every boxcar, flat car and caboose it owns. And farmers are snapping them up.

"We've had lots of interest in the 40-ft. boxcars for use as temporary grain storage. They hold approximately 3,215 bu.," says Fred Myer of the Rock Island Lines.

Other uses for the cars include storage buildings, barns, and sheds. To make a larger structure, the boxcars can be joined either end to end, or side by side by removing walls. The company says flatbed trailers make excellent bridges when rested on pylons on either side of the stream or river to be crossed. If you want sides on the bridge, gondola cars can be used.

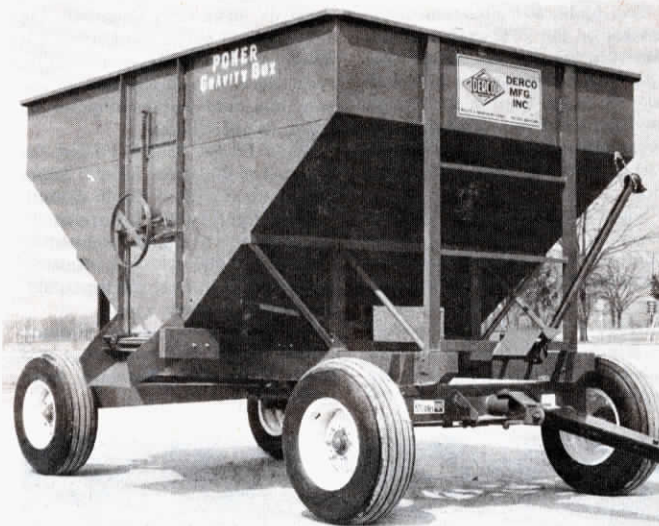
Also for sale are cabooses which make excellent farm offices or vacation cabins, according to Myer. "They were used as a 'home away

from home' for railroad men so they can be easily outfitted with beds to sleep three comfortably. They're equipped with stoves and other amenities," Myer points out.

Rail cars are generally made from metal, sometimes lined with wood. Myer says they are virtually maintenance-free, not having been touched for 15 to 20 years.

The company says it has about 3,000 boxcars and 400 cabooses to liquidate. Box cars sell for \$800 and flatcars and cabooses for \$1,000 and up, all with the running gear removed. Cars are sold "as is" and "where is" but can be shipped easily on the back of a flatbed semi trailer. They are stockpiled in Rock Island yards around the country.

For more information, contact: FARM SHOW Followup, Jack Nagle, Manager, Sales & Leasing, Rock Island Lines, 322 S. Michigan, Chicago, Ill. 60604 (ph 312 435-7486).



Grain cart holds 225 bu. of grain and is available with right or left side unload.

Pattee says the apron will run as fast as you want, or at just a crawl.

Made of 12 ga. steel, the wagon has 37° sloped sides and is braced with 3 in. channel iron. Weighs 1,536 lbs. and is 7 ft. wide by 10 ft. long.

A wagon box (not including the running gear) with the pto-powered apron sells for \$1,488, with the op-

tion of having the hand operated clutch on either the left or right side of the door. Wagons that empty on the left side are also available.

For more information, contact: FARM SHOW Followup, Dercos Mfg., Inc., Route 2, Box 300, Hwy. 151 North, Waupun, Wis. 53963 (ph 414 324-5794).