"Windshield Washer" Spray Marker Uses Latex Paint

Dan Bonnett, Amboy, Minn., used the windshield washer tanks and nozzles off a pair of 1978 Ford pickups to build low-cost spray markers that he mounted on the ends of the booms on his Hagie 60-ft. high-clearance sprayer.

Bonnett mounted each tank midway out on either side of the boom and fitted a windshield washer nozzle to the end of each boom. Tanks are equipped with built-in pumps that send a 50-50 mixture of white latex paint and water to the nozzles.

"I saved a lot of money and it works as good or better than any spray marker on the market," says Bonnett. "I use it at the end of each field so I know where to go back into the field after turning. My sprayer covers 24 rows and it's hard to count the rows that far out. Each tank holds a half-gallon of thinned-out water-based latex paint. The nozzles deliver a 1-ft. wide flat spray pattern. I spent only about $15 to build my spray markers. Comparable commercial spray markers cost about $750. Any windshield washer tank with an internal motor and pump would work."

Bonnett made a metal saddle for each wedge-shaped tank, holding the tanks in place with rubber bunge cords. He bored out the orifice on each nozzle so they could handle the thick spray liquid. He grounded each tank's 12-volt motor and pump to the boom and ran lead wires to a pair of push buttons inside the cab.

Contact: FARM SHOW Followup, Dan Bonnett, Rt. 1, Box 215, Amboy, Minn. 56010 (ph 507 674-3912).

Portable Scaffold Lets Farmer Paint His Own Barns

By Dianne L. Beetler

Vern Hollatz's barns needed painting but the retired Geneseo, Ill., farmer's arthritis prevented him from climbing up and down ladders to do the job himself. So he decided to build a self-propelled scaffold using a collection of unusual parts including aluminum control rails originally from a missile launcher, a tilt system from a road grader, a gas engine from an artillery gun, and other miscellaneous junked farm equipment parts.

The self-propelled scaffold extends up to 30 ft. in height and weighs about 3 tons. Hollatz considered making it even taller but then it wouldn't have fit in his storage shed.

Although it took 3 years to build, Hollatz figures the money he saved painting his barns himself paid for the cost of the materials in the homemade machine.

The scaffold works like a forklift, operating telescopically with a fixed set of vertical rails on the outside at the bottom, an inner set of rails that rise to about 18 ft., and 10-ft. aluminum extension rails on top. Once the rails are fully extended, the two 7 by 2 1/2-ft. platforms can be raised or lowered to any spot on the rails. The cables, chains and gears that raise and lower the rails and platforms are electrically-powered - there's no hydraulics on the machine - by three sets of control boxes, located at various spots on the machine, so that the positioning of platforms can be controlled from the ground or from up on the machine. It takes about 2 min. to extend the rails and another 2 min. to raise the platforms.

Hollatz built a chassis out of I-beams to carry the scaffolding. A 40-hp., air-cooled gasoline Continental motor propels the machine across the barnyard at 3 mph. The motor was originally used to transport World War II artillery. The adjustable seat on the chassis came from an old tractor and the steering wheel from a junked car. The axles came from a 1-ton Ford pickup. Stabilizing jacks lower to the ground when the scaffold's in use.

Photo by Gary Krambeck, The Daily Dispatch

To put the scaffold into storage, Hollatz removes the top set of extension rails and tilts the others backward. He took the tilt control off an old road grader.

"There's not a new part in the machine except for the bolts, and they were bought at a surplus place," Hollatz says.

He "overbuilt" the scaffold to ensure its safety. He used two cables to lift the platform where one probably would have been enough and installed an automatic stop that kicks in when the unit is fully extended.

He built the machine without putting any design on paper.

Contact: FARM SHOW Followup, Vern Hollatz, RR, Geneseo, Ill. 61254 (ph 309 944-3977).

One-Pass Till/Plant Rig

A 12-ft. long gooseneck bridge hitch lets Tim Corder, Mountain Home, Idaho, pull a harrow attachment and 12-ft. drill behind his chisel plow, allowing him to till and plant in one pass.

Corder built the gooseneck hitch from 3 by 5-in. steel tubing. The two hitch arms are welded together in front, but are 5 ft. apart at the rear where they're bolted onto a steel "caddy" that attaches directly to the harrow and drill. The "caddy" is supported in front by a pair of 14-in. car wheels. The harrow attachment is a rebuilt Triple K Mfg. unit equipped with S-tine shanks, roller, and leveler bar.

"It saves two tillage trips, one to chisel plow and one to harrow," says Corder. "The gooseneck hitch allows the drill to turn as sharp as it could if it were hitched directly to the tractor. The S-tine shanks, roller, and leveler bar on the harrow attachment are all raised or lowered together by a hydraulic cylinder. I use another cylinder to raise and lower the drill. I built my own heavy duty 14-in. diameter roller to replace the original roller to stand up better in rocks. The leveler bar was mounted in front of the S-tine shanks. I removed it and built my own leveler bar, then mounted it directly in front of the opener discs on the drill to provide a level seedbed. If I want I can unbolt the caddy and hitch the harrow attachment or drill directly to the tractor."

Corder welded a steel "hitch" plate to the rear of the chisel plow for the gooseneck to hitch to.

Contact: FARM SHOW Followup, Tim Corder, 303 Aguirre, Mountain Home, Idaho 83647 (ph 208 587-8773).

Buzz Saw Made From Old Combine

"It frees up a tractor because it has its own engine and is always ready to go," says Roger Fisher, Spirit Lake, Iowa, about his combine buzz saw built out of parts from a 1960's Deere A-6 pull-type combine.

The saw rides on a 2-wheel axle from the combine. The frame was fashioned out of steel tubing taken from both the combine and an old WD 45 AC tractor. Power is provided by the combine's 45 hp engine that direct-drives the 24-in. blade through a clutch and flywheel, which allows him to engage and disengage the saw without turning off the engine. Fisher says that one of the best things about the saw is that there are no belts to wear out. The engine has electric start.

Contact: FARM SHOW Followup, Roger Fisher, Box 9048, Spirit Lake, Iowa 51360.