

## Dead Chicken Removal System

Al Griffin hated hauling out dead chicken carcasses from his four large poultry buildings. That's why he came up with what he calls the "Chicken Traxxs" kit for carrying dead birds out on a rail.

The rail kit fits any building length, suspended from specially-designed brackets every 5 ft. A wheeled trolley carries the carcasses.

It's easy to use. "Just push the carcasses out of the building using the rail that the hoist and trolley are attached to," says Griffin. "There's no need to hand carry heavy buckets loaded with dead chickens that weigh anywhere from 5 1/2 to 9 lbs. I've also invented a specially-designed hook that goes with the system. It's used to pick up the dead birds and deposit them into buckets. It eliminates the need to bend."

The system is designed to run around the perimeter of the barn. A switching device is used to transfer the cart to another rail that goes out the front door, where the birds can

be unloaded. The cart holds up to seven large 5-gal. buckets full of dead birds.

The cart can also be used to carry feed pans, waterers, or other equipment into buildings.

"I came up with the idea because I have some health issues and can't physically carry dead birds out myself. Broiler-type poultry buildings often hold up to 30,000 birds. It can take hours to walk through the buildings and pick up the dead birds, and at 4 to 5 lbs. a bird, it gets awful heavy."

The trolley wheels mount on sealed and lubricated ball bearings. "We've had 1,000 lbs. of people sitting in it, yet you can still push it with your thumb," he notes.

Sells for \$9,500 installed for a 500-ft. building.

Contact: FARM SHOW Followup, Al Griffin, 2633 Redfearn Rd., Wadesboro, N.C. 28170 ph 704 694-5086; info@chickentraxxs.com; www.chickentraxxs.com).



"Chicken Traxxs" kit carries dead birds out of buildings on a rail. System is designed to run around the perimeter of building. A switching device transfers cart to another rail that goes out the front door, where birds can be unloaded.



New sidehill leveling kit, designed for Deere STS combines, allows the leveling system to operate with minimal change to the machine.

## Sidehill Leveling Kit For New Deere Combines

"We recently introduced a new sidehill leveling kit for Deere STS combines. It was developed for harvesting the lower angle slopes typically found in the agricultural regions of the Midwest," says Dennis Solbrack, RAHCO International, Inc., Spokane, Wash.

The kit fits Deere 9560, 9660, 9760, and 9860 STS combine models. The patented design allows the leveling system to operate with minimal change to the machine. A new front axle takes the place of the Deere cast axle spacers. Final drives and the transmission bolt back on in their original positions.

According to Solbrack, farmers in Washington successfully tested two prototypes last summer. These machines were moved to the Midwest for further testing in the field. Other converted machines are now working in Minnesota, Nebraska, New York, and Wisconsin. "Combines equipped with our sidehill kit level to 18 percent, which is enough leveling for nearly all ground in the Midwest," says Solbrack. "With the addition of a RAHCO leveling system, a Deere combine designed to operate most efficiently on level terrain, is transformed into a unit that operates with the same level of performance on hillsides."

The company has integrated Deere's auto

header height control and auto contour master control with the new leveling system. The operator uses the standard Deere controls for these features.

Solbrack notes that RAHCO has been in the sidehill leveling business for 60 years. In 1946 Raymond Hanson, the son of a Palouse farmer, invented and patented the first automatic leveling system for combines. It made use of a level sensitive mercury switch and a glass tube with electrodes in it. When the tube tilted to one side or the other, mercury ran downhill and electrical connections then forced the machine to level back in the other direction until the connection was disconnected.

Hanson started up his own business, and the name of the company evolved to RAHCO, which is short for R.A. Hanson Co. Three generations later, the Hanson family still manages RAHCO.

A typical Deere STS combine can be equipped with a sidehill leveling system for about \$30,000 plus freight and setup.

Contact: FARM SHOW Followup, Dennis Solbrack, P.O. Box 7400, Colfax, Wash. 99111 (ph 509 397-4377; dsolbrack@arrowjd.com; www.rahco.com).

### Don't Miss The Next Issue Of FARM SHOW

Every day our editors are uncovering exciting new products and farmer-built inventions that promise to save you time and money. Don't miss out! You can tell when your FARM SHOW subscription expires by checking your address label on the front cover. It gives you the date of your final issue (example: 8/1/2006). You can use the order envelope enclosed with this issue, or the order coupon on page 44, to send in your renewal. Or call us toll-free at 800 834-9665.

## Window Air Conditioner Saved Cost Of Repair

When the factory air conditioner on his 1979 White 120 tractor became too expensive to maintain, Robert Bastin of Golden City, Mo., decided to replace it with a new Sears window air conditioner.

"The compressor on the factory air conditioner kept failing and cost about \$800 each time to replace. In the original design, one belt operated the tractor's fan and alternator and another belt operated the compressor. As a result whenever the compressor failed, it caused a significant decrease in tractor horsepower. The belt had to be removed in order to regain power, which left me with two choices - go without air conditioning, or spend a lot of money to replace the compressor," says Bastin.

He paid \$79 for a Sears 5,000 btu air conditioner and mounted it inside a metal frame that bolts to the tractor fender. The original glass window on one side of the cab was removed and replaced with plexiglass. A 1-in. wide metal frame installed all the way around the hole in the plexiglass holds the air conditioner securely in place. Foam weather stripping was added around the frame to seal the unit.

A heavy duty inverter is used to operate the air conditioner off the tractor battery. The inverter bolts to the side of the cab, just below the air conditioner.

The tractor's 72-amp alternator wasn't strong enough to power the air conditioner and keep the battery charged, so Bastin had a local shop "bump up" the alternator to 100 amps.

"I've used it for three years and have replaced the air conditioner unit once, at a cost of \$79. That's a lot less than the \$800 per year I had been spending to replace the compressor every year," says Bastin. "I came up with the idea because my dad has allergies and can't stand a lot of heat at his age. During hot weather the cab, with its small windows open, would sometimes reach a temperature of 110 to 120 degrees. I spent \$90



An ordinary Sears window air conditioner keeps the cab cool on Robert Bastin's 1979 White 120 tractor.

to beef up the alternator. My total cost was only \$294."

Bastin says he can plug other electric tools into the inverter. For example, he uses a small air compressor to blow up tires right in the field. He also uses the compressor to blow debris off the radiator screen to keep the tractor running cool. "I've even hooked up a black and white TV to the inverter, along with a DVD player. Makes the time go faster when I'm baling hay."

It's important to use a heavy duty inverter in order to handle the startup of the air conditioner, says Bastin. "When the air conditioner kicks off, you don't want too many amps running or the tractor's light bulbs could burn out. I could have replaced the existing alternator with a new, heavier duty one, but it's not easy to find a heavy duty alternator that will work with an older tractor and have the same hookups," he notes.

Contact: FARM SHOW Followup, Robert Bastin, 931 S.E. 100 Lane, Golden City, Mo. 64748 (ph 417 537-8336).