Trailer Tongue Scale Helps Balance Loads

Every hitch on a car or truck is rated for a certain capacity, but how often do you really know how much you're hauling?

With this ingenious new Trailer Tongue Weight Scale you can know exactly how much weight is on the tongue and the approximate load you're towing.

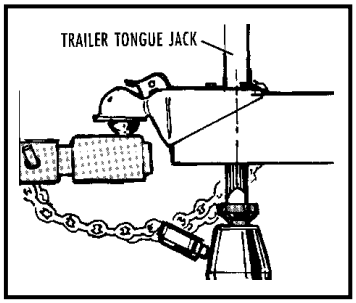
"If your trailer tongue is severely overloaded, or even underloaded, sooner or later disaster will strike," says Sherline Products' Craig Libuse. "For most trailers, 12 to 15 percent of the total trailer weight is recommended but how you load your trailer makes a big difference. Once your trailer tongue is too heavy to lift, it could weigh 200 or 2,000 lbs. There's no way to tell unless you weigh it."

Sherline is a company that prides itself on providing detailed accurate information to customers. So when it came out with the Trailer Tongue Scale, the company also put together a detailed 16-page booklet on trailer loading and towing. Libuse says there's no better guide anywhere on towing. "We went to a variety of companies and sources to put together this detailed book. There's nothing else like it anywhere and it's free to anyone, regardless of whether or not they buy our Trailer Tongue Weight Scale," notes Libuse. The book can be downloaded free at the company's web site (www.sherline.com/lmbook.htm or www.sherline.com/lmbook1.pdf). Or you can call or write for a free copy.

Three models of the Trailer Tongue Weight Scales are available - 1,000, 3,000 and 5,000 lbs. They sell for $110 suggested retail.

Contact: FARM SHOW Followup, Sherline Products, 3235 Executive Ridge, Vista, Calif. 92083 (ph 800 541-0735; fax 760 727-7857; E-mail: sherline@sherline.com; Web site: www.sherline.com).

Scale lets you quickly measure trailer tongue weight. "Once your trailer tongue is too heavy to lift, it could weigh 200 or 2,000 lbs. There's no way to tell unless you weigh it," says Sherline Products.



ATV-Mounted Pump Ideal For Fighting Fires in Rural Areas

Many farmers have discovered that it's futile to try to stop a fire in a tinder-dry cornfield with the one fire extinguisher they carry on the combine or tractor. At the same time, getting a fire truck into some areas on the farm is next to impossible.

Eddie Paul has a better idea. His company, CFX, Inc., El Segundo, California, has married up new lightweight pumping technology with a 6 x 6 Polaris all-terrain-vehicle to come up with what they call the CFX FastAttack ATEV (all terrain emergency vehicle).

At the heart of this system is a lightweight pumping unit that can move about 100 gal. of water per minute. In addition to the pump, there is a 75 gal. water tank and an on-board compressed air fire suppression foam system (CAFS) with 50 ft. of hose. Also included is a Honda 6 1/2 hp gasoline engine to power the CAFS.

The CAFS can turn the 75 gal. of water into about 3,000 gal. of non-toxic, biodegradable long-lasting foam.

"Not only does foam extinguish flames more efficiently than water alone, the moisture retention and cooling effect of foam also makes surrounding objects less susceptible to radiant heat combustion and flare-up after the fire is extinguished," Paul says.

The pump is reversible, so it can pump in either direction to fill the CFX FastAttack water tank or directly from any water source. And since it requires no lubrication and is self priming, the pump can also be used to compress air to fill flat tires, etc.

Other uses include frost protection (by foaming crops or gardens), cleaning buildings, equipment or livestock, and transferring large quantities of liquid, such as herbicide, from one vehicle to another.

The complete FastAttack ATEV sells for around $30,000, depending on the options ordered on the ATV. Paul notes that a separate CAFS unit is available for about $8,500. It can be mounted in a pickup or on a trailer and pulled behind an ATV or small tractor. Other options include 12- or 24-volt motors to power the pump.

Paul says some rural owners have been given discounts on their fire insurance after notifying insurance companies of their purchase. Rural and volunteer fire departments have been his biggest customers to date.

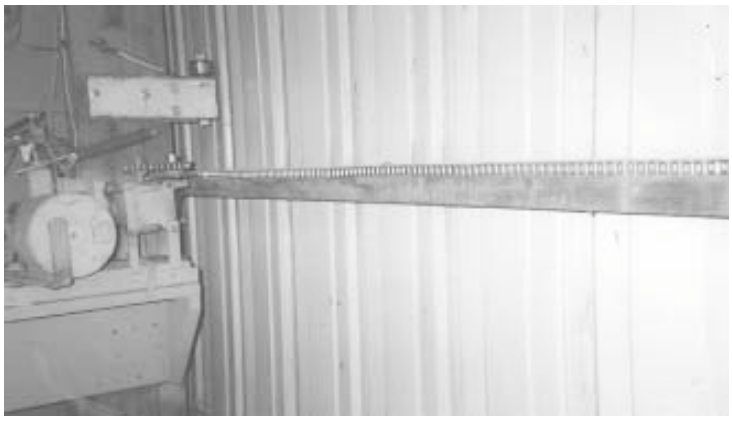
Contact: FARM SHOW Followup, CFX Inc., 150 Sierra St., El Segundo, Cal. 90245 (ph 310 322-8515); Web site: www.epindustries.com).

Bunk Feeder Made From NH3 Tank

Art Leefers, Carlinville, Ill., found a cheap way to come up with a couple bunk feeders.

He simply cut an anhydrous tank in half right around the middle. He says you can get old NH3 tanks cheap and they're made of heavy enough metal that they will last a long time.

Contact: FARM SHOW Followup, Art Leefers, 21490 Cascade Rd., Carlinville, Ill. 62626 (ph 217 854-3257).



Automatic opener was made from a 1/3 hp motor salvaged from a garage door opener. It opens the 16-ft. door on Brandenburger's shop.

Automatic Opener For Sliding Door

Cliff Brandenburger no longer has to push and pull to open the 16-ft. door on his shop. In fact, all he has to do to open the heavy sliding door is push a button.

"I made an automatic opener from a 1/3 hp motor I salvaged from a conventional garage door opener," explains Brandenburger, Beecher City, Ill.

To get the motor to open the sliding door, he added a 90-degree gearbox that's powered by the worm gear on the motor. The shaft on the gearbox is fitted with a 2 1/2-in. sprocket for roller chain. This gear drives a 3-in. sprocket on a vertical shaft mounted about 5 in. away. This second shaft has a 5-in. sprocket below the driven sprocket. (See photo.)

The right angle gearbox is a 5:1 reducer, so for every five turns of the worm gear the shaft with the 2 1/2-in. sprocket turns just once.

This drive assembly mounts on a 2 by 8 plank that slides onto an angle iron frame that is fastened to a shelf at the edge of the shed door opening.

To open and close the door, he built a track the width of the door, starting with 2 by 4s that run the entire width of the door. Along the bottom of the 2 by 4s he mounted lengths of 1 by 2 lumber, using deck screws. On top of the 1 by 2 and against the 2 by 4, he mounted roller chain that fits the 5-in. sprocket on his opener.

The chain on the 2 by 4 sits in the 5-in. sprocket on his opener, so as the sprocket turns the door is moved. A spring attached to the door post and the opener assembly keeps the sprocket firmly against the chain, even if the door swings a little in the wind. Brandenburger added a lever to pull the assembly back and lock it, in order to disengage the opener. When he releases the lever, the spring pulls the assembly back against the track on the door.

"The reason I used the garage door opener motor is because it reverses each time the switch is thrown. So I push the button once and the door opens. I push it again and it closes," he says.

Contact: FARM SHOW Followup, Cliff Brandenburger, RR 2, Box 42, Beecher City, Ill. 62414-9310 (ph 618 487-5247).

CFX Fast Attack ATEV (all terrain emergency vehicle) mounts on a Polaris ATV. Its pumping unit can move about 100 gal. of water per minute.

Leefers cut an anyhydrous tank in half to make bunk feeder.