Fuel Tanks Make Nifty Storage Sheds

When Calvin Shatts heard about three 8-ft. dia. fuel storage tanks that were free for the taking to anyone who would haul them away, he got the idea of turning the tanks into low-cost storage sheds on his Fernely, Nevada farm.

He used his cutting torch to remove the ends and then cut out a slot from one end of the tank to the other. Then he opened the tanks up to 13 ft. wide by pulling the cut edges apart.

Small angle iron clips welded to the curved ends of the tanks hold the framework used to attach plywood ends to the buildings. Doors were built into one end of each building.

Shatts cautions that fuel tanks must be cleaned out thoroughly before cutting into them. He used dry ice to clear out all explosive fumes. He places the dry ice in the manhole opening at the top of the tank. The solid block of ice, which is really a solid form of CO_2, turns into a gas that is heavier than air so it falls into the tank, driving out the fumes. Also, carbon dioxide gas will not burn. Shatts uses dry ice at a rate of 1.5 lbs. of ice per 100 gal. capacity of the tank.

Contact: FARM SHOW Followup, Calvin Shatts, 3775 Farm Dist. Rd., Fernely, Nev. 89408 (ph 702 575-6734).

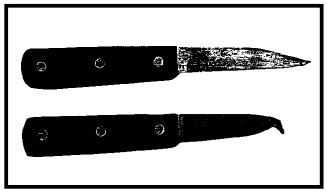
Handy Vine-Cutting Knife

Canadian farmer Nick Rogalski of Melville, Sask., came up with a simple way to modify a standard knife blade to cut vines wrapped around rotating shafts.

He says you can use the idea on any knife blade. It works great on inexpensive paring knifes.

He first trims off the point of the blade at a sharp angle, then uses a grindstone to grind away a V-shaped wedge just behind the angled point. Then he sharpens the edges of the cut-out wedge.

The angled point slips easily under vines wrapped around any shaft or cylinder and the wedge catches the vines as you pull away, without slipping off like a normal blade.



Rogalski would like to find a manufacturer for his knife. He has detailed do-it-yourself plans available.

Contact: FARM SHOW Followup, Nick F. Rogalski, Box 1647, Melville, Sask. S0A 2P0 Canada.

Engine-Powered Dump Trailer

"It easily carries 5-ton loads behind my 3/4-ton Chevy K2500 at speeds up to 40 to 45 mph. Best of all, it cost only a fraction of what a new dump trailer would," says Dean Stoops about the engine-powered dump trailer he built out of an old fertilizer trailer chassis and truck dump box.

"You can pull it behind any truck with no need to hook up hydraulics or 12-volt electric lines, as with many commercial rigs," says Stoops, a fertilizer dealer in Alvordton, Ohio.

He fitted the tandem axle trailer frame with an old highway department dump box that's 10 ft. long by 6 ft. wide. The box came complete with the original 5-in. hydraulic lift cylinder with 10-in. stroke and 5-gal. hydraulic fluid reservoir.

Stoops mounted a used 11 hp Briggs and Stratton engine, which he starts with a pull rope, on front of the fertilizer trailer frame and mounted the hydraulic reservoir from the dump box behind it. He direct-coupled the engine to a hydraulic pump and two-way control valve, similar to those used on wood splitters, which provide enough power to raise the box quickly for fast dumping.

He built a flip-forward steel housing over the engine, pump, and hydraulic control valve that provides protection and easy access for maintenance.

Stoops built the dump box last spring. He's since used it to haul countless loads of dirt, gravel, sand, stone, and fertilizer.

"It's occasionally a little difficult to back into real tight spots," Stoops says. "Otherwise it works great."

Out-of-pocket expenses for the dump trailer were about $2,000.

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Mini High-Boy Powered By Garden Tractor

A couple years ago when the first application of his soybean herbicide failed, Bob Lamb needed to find a way to apply a rescue treatment in a hurry.

So the Greenfield, Ill., farmer built a mini high-boy sprayer that can be powered by any garden tractor up to 20 hp. When spraying is finished, the tractor is taken out of the frame and used again for mowing.

The 60 in. sq. frame is made out of 2 by 2 by 3/4-in. thick tubing.

Wheels are taken off the garden tractor and its axles are placed in the frame. They rest in four V blocks which adjust up and down so almost any garden tractor will work. Lamb uses a mid 1980's Case two-speed hydrostatic drive 12 hp tractor, but says any tractor up to 20 hp will fit in the frame.

The bottom of the frame is fitted with hexagon-shaped stub shaft axles that slide in and out on bearings. A #50 roller chain runs from tractor axles down to sprockets on the axles to power the tractor. Because width of axles can be adjusted, the sprayer can used in row spacings from 20 to 40 in.

Lamb mounted a 20 gal. clean water tank up front and two 15-gal. poly spray tanks equipped with 12-volt electric pumps on each side.

He fitted the rig with a 20-ft. boom with 14 drop nozzles on 20 in. spacings. He can also attach seats and hand sprayers to the booms for riders.

The rig operates at up to 5 mph and 5 ft. off the ground so it can be used to spray corn up to 6 ft. high, Lamb says. More often, it's used for spraying beans and corn, when it's 2 or 3 ft. high, he says.

"You can hook up the power steering from some of the bigger tractors to it, too," he says. "Power steering would make it a real Cadillac."

Lamb has about $1,000 invested in the rig.

Contact: FARM SHOW Followup, Bob Lamb, 516 South Main, Greenfield, Ill. 62044 (ph 217 368-2131).

"Hole Jumper" Fitted To IH Tractor

"When you're raking a hayfield with a lot of ground hog or gopher holes that you can't see because of hay cover, you can do a lot of damage to a tractor when a wheel drops into them," says George Sharp, Nicholasville, Kent., who built what he calls a "hole jumper" frame to fit the bottom of his IH Super "C" tractor.

"The original owner of this tractor broke the block after hitting a hole. I decided it would be cheaper to prevent the problem before it happened so I spent about $60 to build this frame and it has worked fine for 15 years.

"I made it out of 2-in. dia. pipe that runs from the front of the tractor to the back, about 3 1/2 in. off the ground. At a point about 12 in. ahead of the front wheels, the pipes angle up at about a 45° angle. A piece of 3-in. angle iron is welded across the front. At the back, the pipe angles up at about a 30° angle to the bottom of the rear axle. There are two angle braces on front that bolt to the frame of the tractor and to the 4-ft. long horizontal pieces of pipe along the bottom.

"When you hit a hole, the front end can't drop any more than 3 1/2 to 4 in. so all you feel is a bump when you are moving along at fairly high speeds, pulling a V-type finger wheel rake."

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