



An Oklahoma company uses leftover natural gas pipe to make low-cost, super strong bunks. "Cattle can't tear them up," says a company spokesman.

## "Lifetime" Feed Bunks Made From Used Gas Pipe

An Oklahoma company says steel pipe can be used to make heavy-duty, low-cost feed bunks at a much lower cost than conventional bunks.

"They work better than any other portable feed bunks we've seen because they're built so strong. Cattle can't tear them up," says

Tyler Williams, CPI Pipe, Yukon, Oklahoma.

The company buys and sells pipe by the ton. They use leftover natural gas pipe to make the bunks, cleaning the exterior first and then splitting them in half or thirds. They'll make the bunks for you, or you can make your own.

They start with 26-in. dia., 5/16-in. thick pipe and convert it into two different size bunks. When split in half, the 26-in. pipe spreads to 27 in. wide. The company welds each half onto a pair of 16-in. dia. heavy pipe legs that have saddles cut into them. The troughs average 23 ft. long and measure 13 in. deep, with the bunk's overall height at 26 in. Steel plates are welded onto both ends of the trough. They sell for \$275.

They also cut pipe into thirds, resulting in a bunk that's 22 in. wide and 6 in. deep, with an overall height of 20 in. Average bunk length is 23 ft. They sell for \$250.

"These are truly lifetime feed bunks, and everyone who sees them says we picked the right name for them. They offer more value than any other bunk on the market," says Williams. "Some farmers build their own 40-ft. long bunks. Smaller farmers like the smaller bunks because they can hook chains onto one of the legs and drag them anywhere. The bunks can also be ordered without end caps and used for fence line feeding. The bunks set inside one another on the ends, allowing you to make a continuous bunk line to any length.

"These bunks are cheaper, lighter, and easier to move than cement bunks. There are other commercial steel bunks, but they're generally made out of light 16-ga. sheet metal. Cows tend to move them around and tear them up. As a result, you have to continuously replace them every few years. Our 27-in. wide, 23-ft. long bunk weighs 1,243 lbs. You could put 5,000 lbs. into the middle part of the bunk without bending it."

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James Dove has launched an unusual business bringing antique Farmall tractors up to modern-day standards.

## "Factory" Farmalls Look Antique But Run Like New

"I wanted a tractor that would take me back in time but without the starting problems, iffy electrical systems, and temperamental hydraulics of older tractors," says James Dove, an Ohio entrepreneur who has launched an unusual business "updating" antique Farmall tractors to modern-day standards.

He decided to specialize in Farmall F-12's and F-14's because they're good tractors and there are lots of them around.

"I call these remanufactured tractors time machines because they've been brought up to 21st century standards, yet they still feel like an old-time tractor," says Dove. "I use my F-12 with a 6-ft. Woods pto-operated, belly-mount mower to mow my 6-acre yard. It has a lot more power than the original model, and is fitted with lights for night time work, a spring suspension seat, and bigger rear tires that operate at very low pressure so the ride is a lot better."

For 25 years Dove has been running a job shop that manufactures parts such as engine blocks and manifolds for companies such as International, Federal Mogul, TRW, Ford and GM, to name a few. He's setting up a new plant in South Dakota to produce "factory remanufactured" Farmall F-12's and F-14's. The tractors will come with a full factory warranty.

"Our idea is to totally remanufacture the tractor, not just restore it," says Dove. "The farmer can supply the tractor, or we can. You'll be able to enjoy the tractor like when you were a kid."

So far Dove has remanufactured three tractors - one for himself, one for his dad, and one for a customer. He totally dismantles the tractor and adds new, improved parts wherever possible.

He installs new bearings and bushings in the transmission and updates the engine, adding new oversized sleeves and pistons, stainless steel oversized valves, roller tip rocker arms, and other improvements that more than doubled the tractor's horsepower. He replaces the original radiator core with a new 4-row copper core that fits perfectly into the original radiator frame. He also replaces the original magneto with a new one made by Standard Magneto of Chicago, Ill. A new 60-amp Ford alternator has enough

capacity to keep up with a new electric-hydraulic pump. He makes tooling to reproduce the original bell housing from a Delco Remy electric-starting special Farmall F-14 and then adds a Delco electric starter as well as a 12-volt battery. "The new starter cranks the engine faster than it would normally idle," says Dove.

The tractor's pto lever was located in such a way that it was hard for the driver to reach. So he designed and built a new control lever and mounts it next to the steering shaft support. "The repositioned lever makes it easy to start and stop the mower," says Dove.

The F-12 isn't noted for hard steering, but he added a ball bearing at the bottom of the bolster shaft anyway. "The ball bearing makes the tractor feel like it has power steering," says Dove.

"I use my tractor a lot and have a ball with it. When I operate this tractor I'm not working any more, I'm having fun," says Dove.

"I grew up on old Waukesha F-12 so I know that F-12's and F-14's are basic tractors that are simple to work on and easy to repair, and tune-up parts for them are available from most parts stores. I don't plan to remanufacture other Farmall models such as M's and C's because everything is more complicated on them and labor costs get too high.

"The combination of big 14.9 by 38 rear tires and higher engine rpm's doubles the available speed of the tractor to about 8 mph, which is about as fast as I can cut grass and still make it look good. The engine is also fuel efficient. I can mow six acres of grass in about two hours on less fuel than I used with my old lawn tractor on one acre. I can run the rear tires at only 3 or 4 lbs. of pressure so the tractor really rides nice."

Dove plans to offer custom options to accommodate persons with handicaps or just different preferences, such as 3-pt. hitches, cabs, etc.

He estimates the price for a remanufactured tractor equipped with a 6-ft. Woods mower will be about \$16,500.

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