

Pipe Painting Roller Works Fast

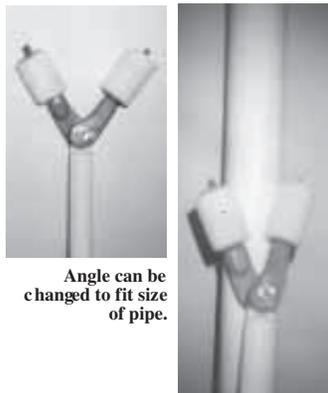
"I've been in the paint business all my life. I came up with this invention to save time," says Henry Moisan, Boynton Beach, Fla., about his new roller for painting pipes and other round objects up to 8 in. in diameter.

It consists of a pair of 2-in. wide rollers mounted on a V-shaped plastic bracket that's fastened by a thumb screw onto the end of an 8-ft. long plastic pole. The operator simply pushes the angled rollers up and down the pipe. The thumb screw is loosened to adjust the distance between the rollers.

"It works a lot faster than using a brush because you're painting two sides of the pipe at the same time," says Moisan. "The long pole makes it really handy for use in painting pipes in hard-to-reach areas such as across a ceiling. It's almost miraculous how much area you can cover in a short time."

Moisan also came up with a device designed to paint nail heads that rust and show through on buildings that were painted years ago but still have a good paint job. It lets you paint just the nail heads and rivets, without having to paint the entire building a second time.

The "Dauber" consists of a 1-in. piece of



roller material glued onto a curved metal rod that's attached to the end of a long wooden pole. He simply daubs the nail head with paint.

"It works equally well for painting rusty rivets on bridges," notes Moisan.

Contact: FARM SHOW Followup, Henry Moisan, 1014 Old Boynton Rd., Boynton Beach, Fla. 33426 (ph 561 732-9797).



Walter Baldner mounted these 525 and 250-bu. gravity wagons on the frame of an old tandem axle truck. "By pulling a 350-bu. wagon behind the two boxes, I can haul about 1,100 bu. at a time," says Baldner.

Truck Frame Fitted With Two Gravity Boxes

When the wheels and axles on his 525 and 250-bu. gravity wagons started breaking, Walter Baldner, Austin, Minn., decided to cut off the running gears and mount both boxes on the frame of an old tandem axle truck.

"By pulling a 350-bu. wagon behind the two boxes, I can haul about 1,100 bushels at a time," says Baldner.

"We have a total of 10 gravity boxes and we're trying to get all of them on truck frames. We think mounting gravity wagon boxes on truck frames is more economical than buying a used semi truck. There's no cost for license plates or insurance, and none of the maintenance costs."

The 525-bu. box was a Year-A-Round model, while the 250-bu. was a J & M.

He bought the truck frame at a junkyard for \$300. He welded 6 by 6 steel beams off an old Deere moldboard plow onto one end of the frame to lengthen it by 12 ft. He moved the truck's dual front axle back by 3 ft. to make room for the opening on the 525-bu. box. He rebuilt the tandem axle so that the

front set of wheels steers independently of the back set. At the other end of the frame, he mounted the rear axle from an old gravity wagon. He added a homemade hitch on both the front and rear ends of the frame. He also added flashing and amber lights at the front, middle, and rear parts of the wagons, with electric plug-in wires leading back.

All the tires are original to the truck except for the ones that support the 250-bu. box. It's fitted with tires off a cement truck, along with a set of car wheels just for looks.

"We use it to haul corn and beans back to our dryer and also to the elevator in town. We use our Deere 8300 front wheel assist tractor to pull it," says Baldner. "We used the same idea three years ago, mounting two 250-bu. wagons on the frame of a single axle truck. We pulled a 640-bu. wagon behind it for a total capacity of 1,180 bu. We still use that unit, also."

Contact: FARM SHOW Followup, Walter Baldner, Baldner Farms, 15148 U.S. Hwy. 218, Austin, Minn. 55912 (ph 507 433-9670).

Hand-Powered Wood Post Puller

"It pulls out wood posts up to 7 in. in diameter and yet it's small enough to fit in back of your pickup," says Riney Hablutzel, Fruita, Colo., about his new manual post puller.

The "Cobra" is designed with a "C"-shaped steel hook that hinges at the end of a 34-in. long metal handle. The entire unit is supported by a 26 1/2-in. high metal post with a stand at the bottom. You slip the hook around the post and then start pumping the handle. As you raise the handle, the hook "bites" into the post.

"The hook adjusts itself as you pump the handle. Three or four pumps of the handle and you'll have the post out of the ground," says Hablutzel.

Sells for \$60 plus S&H.

Contact: FARM SHOW Followup, Riney Hablutzel, 1156 E. Paradise, Fruita, Colo. 81521 (ph 970 858-7388).



Manual post puller is designed with a "C"-shaped steel hook that hinges at end of a 34-in. long metal handle. As you pump the handle, the hook "bites" into post.



Two-wheeled, pull-type dump trailer was built out of a 265-gal. fuel oil tank and a boat winch that mounts on the tongue. To dump the load, Prom simply cranks the winch.

Boat Winch Dumps Pull-Type Trailer

"I built a 2-wheel, pull-type dump trailer out of a 265-gal. fuel oil tank and a boat winch. I've used it a lot over the years with no problems," says Patrick Prom, Eden Prairie, Minn., who pulls the unit behind his garden tractor.

Prom laid the tank sideways and cut out one side, installing a lift-off tailgate on back. He used rectangular tubing to make an axle that's equipped with car spindles attached to a pair of 13-in. wheels. The tank pivots about two thirds of the way back on a steel frame. The frame narrows up toward the front to form a tongue that's equipped with a ball coupler. A boat winch mounts on the tongue,

with cable from the winch riding up and over a pair of pulleys. The cable connects to the front end of the tank. To dump the load, he simply cranks the winch.

"I use it to move dirt and gravel around my yard, and also to haul firewood and even pruned branches."

Prom notes that care must be taken to thoroughly clean out any fuel tank before cutting into it.

Contact: FARM SHOW Followup, Patrick G. Prom, 12661 Pioneer Trail, Eden Prairie, Minn. 55347 (ph 952 944-9266; email: p_prom@msn.com).

Motorcycle Sidecar

"I first had the idea of making a motorcycle sidecar when I was twelve, just after my father taught me how to weld," says Michael Wiederrich. "And there just happened to be an old metal barrel that was sitting next to the welder. I used the back wheel from a motorbike, the front rack from a 4-wheeler, and lots of metal.

"The first effort resulted in failure with most of the welds failing, poor balance, and the car eventually coming off during a turn, injuring both myself and the bike. After the scars healed, I was back at it, trying to perfect the design.

"The second time I used a larger 55-gal. plastic barrel. In addition to structural differences, this sidecar has a padded seat and arm rests. I also added a removable toolbox for when I want to remove the bolt that attaches the sidecar. I even added an old fender and a mirror. A flag holder comes in handy when I run it in parades."



To make the motorcycle sidecar, Wiederrich used the rear wheel from a motorbike and the front rack from a 4-wheeler. Sidecar has a padded seat and arm rests.

Contact: Farm Show Followup, Michael Wiederrich, P.O. Box 123, Saco, Mont. 59261.