Kent Durfee modified an old Eberhardt Silopresse bagger. His silage trucks dump onto a conveyor belt that feeds haylage into hopper.

Rebuilt Bagger Handles Haylage Fast

Back in 1988 when silage baggers were still a relatively new technology, Kent Durfee, Almo, Idaho, literally looked everywhere for a used one. When a dealer found one of the original Eberhardt Silopresse baggers available in Nebraska, he hopped in the truck and went to get it.

When he got it home, he was disappointed to find out it wouldn't handle haylage. "That's what I bought it for," he says. "The cables that came with it weren't long enough to fill even a 150-ft. silage bag, and they had to be rewound manually. We wanted to put as much silage in a bag as possible, so that was a disappointment, too."

Instead of putting the old bagger up for sale, Durfee decided he could make it do what he wanted with a little work. That work stretched out over more than a couple of years, but he ended up with a bagger he still uses to stuff haylage into bags up to 200 ft. long, unloading a truck in about 10 minutes.

"The major modification was replacing the original oscillating table with a hopper that has a large auger in the bottom," he says. The bin is designed so the auger sits in front of the packer shaft.

Durfee's silage trucks dump onto a conveyor belt that feeds haylage into the bin. The auger spreads the haylage evenly across the packer shaft, which assures that the packer fingers fill the back more uniformly and quickly.

"I had trouble with the original gear box and chain drive assembly, so I replaced the gear box with a truck axle. I modified the

Major modification was replacing original oscillating table with a hopper that has a large auger at the bottom.

packer shaft so it has a sprocket on each end. That way, the axle drives the packer shaft from both ends," he says. "I had to turn the truck axle over to get the correct rotation direction. It was a 2-speed axle, and I left the selector on the axle, so it could be run at two speeds. So far, I've only used the highest speed, though."

To fill longer bags, he replaced the original cable spools with new ones he made in his shop to hold 200 ft. of cable without overlapping. He added a hydraulic motor to rewind the cable.

Finally, he didn't like the "really small wheels" on the original Silopresse. "They were perhaps 10 in. in diameter. I replaced them with full-sized implement wheels, so now the machine can be run on the road," he says.

Contact: FARM SHOW Followup, Kent Durfee, Box 175, Almo, Idaho 83312 (ph 208 824-5536; email: durffam@atcnet.net).

George Hone's 2-seater "get around" was built from an old Bolens lawn tractor. It's complete with a cargo box on back.

2-Seater "Get Around" Tractor

"I have bad knees so I wanted something to take to engine shows and flea markets to help me get around," says George Hone, Saint Marys, Ohio. "Once I had it built, I couldn't make it through a show without someone offering to buy it from me."

Hone's 2-seater "get-around" was built from an old Bolens lawn tractor. "The older tractors are easier to modify because of the tubular frame. Some of the later models have channel framing that makes it much tougher to modify.

"The first step in the customization process was to stretch the frame and drive shaft 18 in. I also modified the steering linkage to make it more nimble than the stock tractor," he says. The frame was then fitted with a custom made seat and cargo box by a friend with a welding shop.

So far Hone has made seven tractors and sold 5 of them. "I just love rebuilding Bolens tractors. I've done it for over 30 years and I want to keep doing it through my retirement." Hone is willing to take orders or provide plans for regular drive and hydrostatic drive Bolens tractors.

Prices are negotiable depending on the customization but generally start around $700.

Contact: FARM SHOW Followup, George Hone, 835 Beech St., St. Marys, Ohio 45885 (ph 419 394-2947).

No-Freeze Waterer Uses No Energy

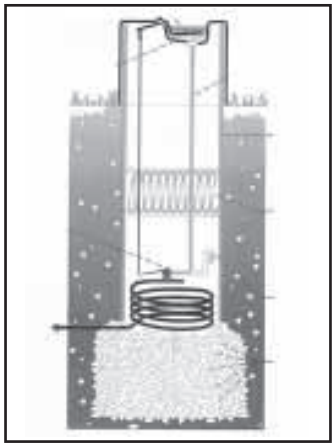
Frank Frodsham was shocked to find out why his horses wouldn't drink from his electrically heated waterer.

"I had the veterinarian out to try to figure out why my horses wouldn't drink. Neither of us could figure out a solution. While we were talking, the veterinarian's assistant stuck his finger in the drinker water and he got shocked," says the Farmington, Utah rancher. "Our horses had been getting a shock every time they tried to drink."

Once he realized that the problem was the electricity, Frodsham pulled the plug and went to his workshop to come up with a freeze-proof waterer his horses would drink from. He came up with what he calls the "Bar-Bar-A Drinker" which uses no outside energy source.

The Bar-Bar-A Drinker uses a 12-in. PVC well casing, with the lower end set below the frost line. There is no reservoir. Rather, a flexible coiled hose rests in the bottom of the casing atop a gravel drainfield. This hose connects to a valve that is opened by a paddle in the drinker. When an animal presses its nose against the paddle, the valve opens and water is delivered to the drinking bowl. Once the pressure on the paddle is released, the valve closes and any water remaining in the drinking bowl drains back down the supply pipe and into the drain field through a separate drain valve that opens after the water supply valve closes.

Since the water drains out of the cup immediately, ice doesn't form in the bowl, so there's no ice to deal with. There's also no algae or dirt to clean out. The water washes any sediment out of the drinking cup each time it empties.



Freeze-proof waterer uses a 12-in. PVC well casing, with the lower end set below the frost line. Coiled water supply hose allows entire drinker assembly to be removed from PVC pipe without unhooking hose.

The reason for the coiled water supply hose is it allows the entire drinker assembly to be removed from the PCV pipe without taking the hose loose. This makes maintenance easy. The Bar-Bar-A Drinker sells for around $400. Call the company for information about local dealers or check their website.

Contact: FARM SHOW Followup, Dave Anderson, Bar-Bar-A Horse & Cattle Drinker, 230 East 1700 South, Farmington, Utah 84025 (ph 800 451-2230; website: www.horsedrinker.com).

"Saw press" bolts to back rack of an ATV.

Saw Press Keeps Chainsaw Secure

Tired of picking your crumpled chainsaw up off the ground after a rubber tiedown strap breaks? If so, you'll like this new "saw press" that'll hold it securely on back of an ATV.

Brain Dexter, Oregon City, Oregon, says it's simply a bracket made of flat steel that bolts to the back rack of his 4-wheeler. He says it's similar to a couple of commercial products being sold for this purpose in retail stores for $80 to $100.

He used a couple pieces of 5 by 7 1/2-in. steel plate, two 1/2-in. bolts 3 in. long with wing nuts to fit, two 5-in. square pieces of adhesive-backed rubber, a 5-in. length of 1 1/4-in. angle iron, another plate measuring 5 by 5-in., and finally two U-bolts that fit over the bar on the cargo rack.

To assemble, Dexter started by drilling two 1/2-in. holes through the two matching steel plates. The holes are located halfway between the top and bottom of the 5-in. dimension and about 1 in. in from the edge of the 7 1/2-in. dimension.

He laid the 5-in. angle iron parallel with the 7 1/2-in. dimension of one of the two matching plates, centered it, and welded it in place. To the remaining perpendicular leg of the angle iron, he welded the smaller steel plate. Then he drilled holes through the latter to fit the ends of his two U-bolts, spaced about 3 in. apart. This makes the mounting bracket for the saw press.

A pair of wing nuts hold the two steel plates together to secure chain saw bar.

He then glued the rubber to the side of the 5 by 7/12-in. plate opposite the mounting bracket and one side of the remaining matching plates. He assembled these, rubber sides together, with the two 3-in. bolts and put on the wing nuts.

Finally, he gave the press a coat of paint and mounted it on the rear rack of his ATV using the two U-bolts.

He loosens the wing nuts so the plates are far enough apart to allow the saw bar to slide in easily and drops it in as far as it will go. Once he's tightened the wing nuts, the saw rides without bouncing or sliding around. "It's quick and it's safe," he says.

Contact: FARM SHOW Followup, Brian Dexter, Oregon City, Oregon 97045 (ph 503 657-5337).