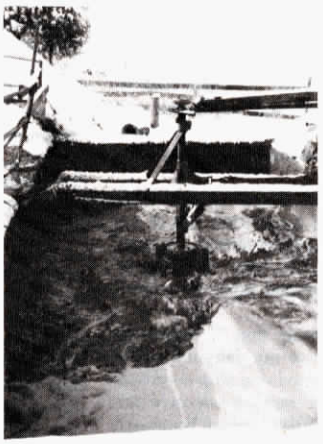
"Rear End" Slurry Agitator

W.W. Layne, Concord, Virg., built a slurry agitator for a neighbor out of junk automotive and truck parts which, he says, are readily available to farmers everywhere.

"My neighbor, who operates a 200-cow dairy, had installed a flushing system for cleaning his barn and loafing shed. At the lower end of the barn, he dug a 10 by 20-ft. pit 5-ft. deep and fitted it with a concrete floor and sides. On the lower side of the pit, a pump was installed to transfer this slurry to a nearby lagoon whenever the pit reached a certain level. Pumping problems arose, however, when sludge settled to the bottom of the pit, clogging the pump. I was approached to build an agitator to keep sludge and water mixed.



"We took two pieces of 5-in. I-beam 12-ft. long and some old car and truck parts around the farm. I put the I-beams across the pit, 3 ft. apart, welding them together with two pieces of 6-in. channel on the bottom just inside the pit to keep the I-beams from shifting. Then, I mounted a Ford automotive rear end vertically in the center of the I-beams, welding the top spindle in place so that only the bottom spindle and rim would turn. I welded two pieces of ¼ by 3-in. angle iron in the form of a cross on the bottom of the lower rim to act as an agitating propellor. I then mounted an old pickup transmission on one end of the I-beam frame and connected a drive shaft to the auto rear end. Then I attached a 12-in. double V pulley on the drive end of the transmission and installed a 5-hp. electric motor with a 5-in. pulley and V-belts.

"The transmission usually runs in low gear although it can be shifted to higher gear and along with the reduction in the V-pulleys, gives just the right ratio speed to do the job. The motor, belts and pulleys were the only things we had to purchase.

"The agitator has worked well for several years. The idea should work as well on larger slurry tanks and lagoons."

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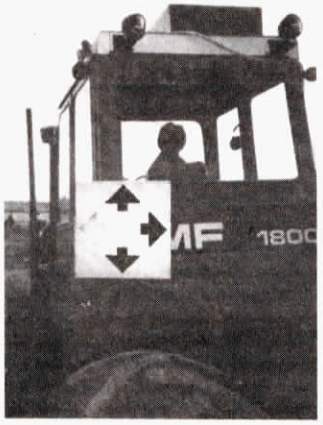
"Foolproof" Truck Backing Signal

Spilled grain in the field is a thing of the past for Larry Empey since he installed his home-built "truck backer" directional signal on the Massey Ferguson tractor that pulls his International 1482 pull-type combine. It could be used just as effectively on a self-propelled combine," says Empey.

The unique signaler lets the driver of the tractor direct grain truck drivers into position under the combine discharge auger without the truck driver having to try to look around the box.

"It's easier for the combine driver to direct the driver than it is for the truck driver to do it himself," Empey told FARM SHOW. "The truck driver moves 1 ft. in the direction of the arrow every time it is flashed, moving either forward, backward or from side to side."

Empey cut the arrows out of a piece of sheet metal and mounted light diffusing glass behind it. Four orange turn signal units are used for the lights, controlled by four starter buttons in the cab.



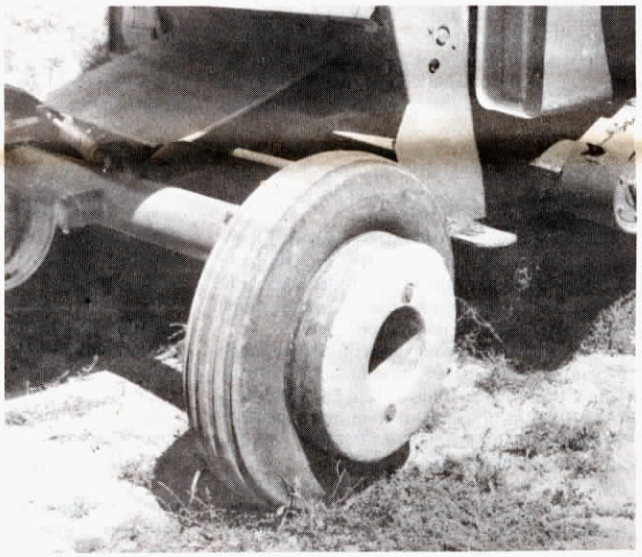
Contact: FARM SHOW Followup, Larry Empey, Box 83, Swalwell, Alta. TOM 1YO.

FARM SHOW

"Made it Myself"

Some of the best new products we hear about are "made it myself" innovations born in farmers' workshops. If you've got a new invention or favorite gadget you're proud of, we'd like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so, where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? (Send to: FARM SHOW, Box 704, Lakeville, MN 55044).

Harold M. Johnson, Editor



Combine Wheel Weights

South Dakota farmer Milo Sayler, of Menno, added concrete weights to the rear wheels of his combine to offset the weight of the front header, making the machine easier and safer (particularly when going down hills) to maneuver.

Sayler made the outside "forming" ring of 10 ga. metal, forming the doughnut hole using a smaller length of metal wrapped around the hub but wide enough to reach the lug nuts.

"When pouring the concrete it's important to put paper along the edge of the metal and on the trim to keep the concrete from sticking," Sayler points out.

The cement weights bolt on with two bolts that fit into existing holes in the rim. Sections of metal pipe imbedded in the concrete line up with holes in the wheels for bolting on the weights. Sayler imbedded metal rods in the concrete for reinforcement.

He notes that the do-it-yourself concrete weights can be made just about any size. His extend about 4 in. off the rim and weigh about 100 lbs. each.

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