

Update On “First Ever” Articulated Combine

A “made it myself” articulated combine was featured on the front cover of FARM SHOW 30 years ago this issue. Since it was one of the most amazing projects we’d ever seen, we decided to find out what happened to it after our story.

“We used it for 6 to 8 years before switching to another harvester,” recalls the builder, Wayne Vogel in Holton, Mich. “My dad and brother gutted it out and put a sweet corn header on it. They used it for another 6 to 8 years that way. Today it sits in the farm scrapyard.”

The articulated combine (the only one of its kind at the time) had 6-ft. tall, 30-in. wide rice tires to carry it in mud and snow. The harvesting components were all on the front end with the engine and drive at the back. The grain hopper was mounted on the rear of the front half, but balanced in between. This produced a long, narrow design. Though Vogel mounted a 4-row header on it, it was built to carry a 6-row or larger.

Vogel eliminated the feederhouse, sending corn from the header directly into the rotor.

From there, the grain fed to a combination of homemade and International Harvester sieves. Components “borrowed” from other combines included an International cab, a Deere header and a Gleaner discharge auger. Other components included a 6-71 GMC diesel engine with two differentials used on Deere log skidders.

At the time, Vogel farmed with his dad and brother. They were vegetable growers first; field corn came second. As vegetable growers, they were used to building their own equipment.

“We didn’t have many choices in combines that would go where we wanted,” says Vogel. “There weren’t many rear wheel assist combines. Putting rice tires on ours was a big deal then. Now it’s nothing unusual.”

The combine wasn’t the first or the last piece of equipment Vogel built. He has also built a 35-ton tiling machine; a one-pass, no-till, self-propelled carrot planter; a four-row carrot harvester; an onion harvester; and a tractor. Eventually he quit farming and started Vogel Engineering. The firm,



Wayne Vogel built this articulated combine 30 years ago. “We used it for a few years before switching to another harvester. Then we gutted it out and put a sweet corn header on it. Today it sits in the farm scrap yard,” says Vogel.

which now includes his two sons and 10 other employees, specializes in custom farm equipment and hydraulics.

Contact: FARM SHOW Followup, Vogel

Engineering, Inc., 6688 Maple Island Rd., Holton, Mich. 49425 (ph 231 821-2125; www.vogel-engineering.com).



Drive-over gate comes with a 5-ft. long table and two 14-ft. long, 6-ft. wide ramps that bolt onto table. Bolts run through sleeves, allowing ramps to flex up or down.

Drive-Over Gate For ATV’s

“It eliminates the need to get off your ATV or utility vehicle to open or close a gate and can be easily moved anywhere,” says Mike Fey, TufferNHell Equipment, Groton, S. Dak., about the company’s new drive-over gate.

It’s made from tubular steel and can be moved and set up by one person using a loader tractor. It can be accessed from either side.

The gate comes with a 5-ft. long table and

a pair of 14-ft. long, 6-ft. wide ramps that attach to the table with 4 bolts. The bolts run through sleeves, allowing the ramps to flex up or down. Four legs support the table.

The drive-over gate sells for \$500 plus S&H.

Contact: FARM SHOW Followup, TufferNHell Equipment, 14320 408th Ave., Groton, S. Dak. 57445 (ph 605 395-6981; www.tufferhellgoatequipment.com).



Chad Tasch uses a telehandler to set up his 20-piece “pipeline bridge” for liquid manure. Its end supports rest in roadside ditches, out of the way of passing traffic.

Manure Overpass Saves Time And Money

Professional manure hauler Chad Tasch no longer worries about working around roads... he just goes over them. Where once he would lay dragline hose for half a mile or more to get to a culvert, his manure overpass saves time, and that saves money.

“I came up with the idea when a neighboring landowner refused to let us run pipe across his land to get across a road,” says Tasch, Tasch Custom, LLC. “I had to lay 3/4-mile of pipe to get around him. Now I can set up my bridge in about 2 hrs. Tearing it down when I’m finished takes only half an hour.”

Tasch worked with Halbach Welding, a local metal worker, to design and bend the pipes. The pipeline bridge exceeds the 13-ft., 9-in. height and 33 ft. from the center of the road requirements for Wisconsin road overpasses. End supports are designed to rest in the roadside ditches, out of the way

of passing traffic.

“The end supports are very stable and don’t need to be tied down or anchored,” says Tasch. “There’s no vibration from the liquids being pumped through it.”

Tasch uses a telehandler to assemble the 20-piece pipeline bridge. It can also be used to cross streams.

Tasch used his patent pending manure bridge for five seasons before offering it for sale. He says he wanted to be confident it would work. With more than 30 setups and removals behind him, he feels it has proven itself. He says pricing of the unit depends on the size of the pipe it’s designed to support.

Contact: FARM SHOW Followup, Tasch’s Custom, LLC, N10212 St. Paul Rd., Malone, Wis. 53049 (ph 920 375-0900 or 920 795-4669; chad@taschcustomllc.com; taschcustomllc.com).

ATV Cattle Guard Stopped Fence Cutting

Repeated fence cutting by ATV riding vandals forced David Shumway to put in an ATV cattle guard. Shumway’s Horsehead Crossing Cattle Co. has a riverbed going through the middle of it. Dry most of the year, it was a great place to ride ATV’s and motorcycles. Located near a small city, there were people who would cut fences and leave gates open.

“They would ride through, but never close the fence or gate back up,” says Shumway. “The cattle would wander through and end up on railroad tracks. We had several head get killed by freight trains.”

While checking the fence one day, Shumway drove past a nearby truck repair shop. When he saw a partially burned out semi trailer, he recalled a FARM SHOW story about an ATV cattle guard.

“I stopped and bought the trailer for \$100,” he says. “I split the 8-ft. wide steel joists down the middle with a cutting torch, leaving one support beam on either side.”

Shumway cut three 36 by 48-in. segments and welded them together to give him a



David Shumway used 8-ft. wide steel joists out of an old semi trailer to build this ATV cattle guard.

raised center platform with two ramps. He then reinforced the ramps and platforms with rebar.

“The joists were about 6 in. apart, so I put rebar in between them,” says Shumway. “I also put a support column under the raised platform for strength. It’s not fancy, but it works.”

Contact: FARM SHOW Followup, David Shumway, 3800 McLaws Rd., Holbrook, Arizona 86025 (ph 928 524-2694; ddshumway@frontier.com).

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