

Winch Used To Unplug Combine Cylinders

When a person accidentally plugs up one of today's high capacity combine cylinders, it's a royal pain to get it unplugged and going again if the model they're running doesn't have a reverser. Doug Miller at Miller Farms in Alberta, Canada knows the feeling all too well. He says a couple years ago they had to harvest canola when conditions were less than ideal because of a very wet and late fall season. They were running 3 machines and when one of them plugged, an operator and a couple helpers would spend an hour or more cleaning it out. That's when Annon Hovde, one of Miller's operators, came up with a bright idea.

Hovde's solution was to install an electric winch on a sturdy steel plate underneath the entrance platform to the combine cab. When the winch is activated, it pulls a large wrench that reverses the cylinder. Power for the winch is supplied by the combine battery.

Miller says the solution can be summed up in just a few words: "All we did was put

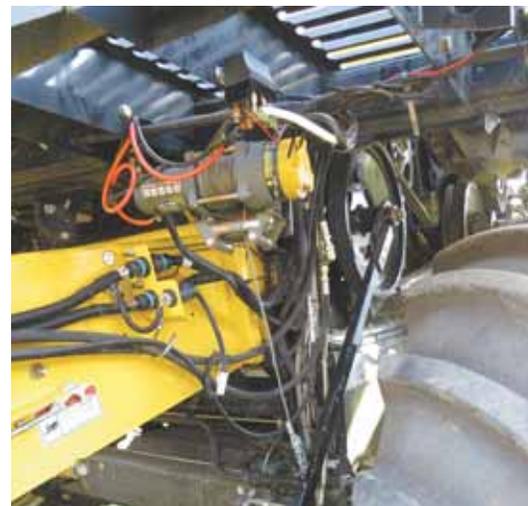
a winch on one of our combines to pull on a wrench. It saves our operator's backs and worked so well we put winches on our other combines, too."

When a machine is plugged and the winch is needed to turn the cylinder, the operator attaches the winch cable to a loop on the bar. When the bar is pulled, the wrench slowly reverses the cylinder. The winch provides nearly 2,000 lbs. of pulling power.

Hovde first installed a 3,500-lb. capacity winch that spooled very fast and had more power than what was needed. The next two winches they installed on the other machines had 2,000-lb. capacity. Now Miller's combine operators can use winch power to turn the cylinder rather than straining their arms, backs and shoulders. They can clean out and unplug a cylinder in 10 to 15 min. compared to nearly an hour or more with 2 or 3 people when it was done by hand.

Miller says he's not concerned that a strong winch will damage the cylinder or anything

Electric winch was used here to reverse the plugged cylinder on a New Holland combine.



on the machine. He says belts will slip or a wrench will bend before anything serious would happen to the machine.

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Corn Crib Grates Used In Shelled Corn Bin

Nebraska farmer, Art Moeller has been farming long enough to remember the days when most corn was harvested on the ear and stored in cribs. "Our corn cribs had a 2-ft. diameter grate running up the center and smaller half circle grates that extended to the outside so we could slide in the drag when we shelled the corn. They also provided ventilation so air could move through the pile and dry corn naturally," he says.

When Moeller switched to harvesting corn with a combine rather than a picker he kept

the small half circle grates around his farm because they were "too good to throw away." Recently he found a new use for them.

"I had some problems with clumps and bridging in my shelled corn bins awhile back. The bridging seemed to be right on top of the discharge inlet, which made it difficult to get the corn out. I put a couple of those old metal half circle grates together end to end right over the auger intake in the center of the bin. That way if there was some bridging, it wasn't going to take place tight to the intake.

Now my bins empty without any problems."

Moeller says when a bin is emptied to the point where the grates are exposed he can remove them. That way the sweep can make a full circle and empty the remaining corn. Says Moeller, "The solution was simple and didn't cost me a penny. I hope other farmers might be able to use the idea as well."

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Half circle corn crib grates are placed end to end over shelled corn bin's auger intake to avoid bridging problems.

Handy T-Post Mounting Bracket

"The potential uses for our new universal T-post mounting brackets are pretty much endless," says John Bishop, Electric Fence Light Co., Cookeville, Tenn.

The brackets are made from zinc-plated steel and available in 2 different models. With them you can mount just about anything to a T-post including mailboxes, bird and squirrel feeders, bird houses, garden owls, rain gauges, wildlife cameras, outdoor display racks and much more. Both models measure 7 in. long by 2 in. wide and come with a cross-shaped slot that you slip down over the T-post. The bracket locks in place on any of the post's bumps and has pre-drilled mounting holes.

The universal model has a slight bend in it, while the company's T-post bracket 90 model has a 90-degree bend to support heavier material such as boards, plywood, or just about anything that needs to be mounted from the side or back side.

"You can use the brackets to build board fences, hunting blinds, and even small buildings," says Bishop. "One of our customers used the brackets with landscape timbers to make a temporary gate for their livestock. Another customer used the brackets to make a plywood wide shelving system used to display products outside their greenhouse."

Both brackets sell for \$4.99 apiece plus S&H. They're available at Menards and Orscheln farm stores and through the Jeffers catalog.

You can see photos and videos on the company's website.

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Mounting bracket measures 7 in. long by 2 in. wide and comes with a cross-shaped slot that you slip down over T-post. It locks in place on post and has pre-drilled mounting



Bracket is available in 2 different models, so you can mount just about anything to a T-post, including mailboxes, bird houses and outdoor display racks.



Simple "Backup Guide" Protects Pickup Tailgate

C.J. Bunce, Perry, Kansas, came up with a simple "backup guide" for his gooseneck trailer to keep it from tearing up his pickup's tailgate whenever he drives out from under the trailer after unhooking it.

Bunce uses the trailer to haul archery equipment used by his local 4-H program. When it's not in use, he parks the trailer in his shop.

"The problem is there's a steep incline just outside the shop and when I pull out from under the trailer after unhooking it, the pickup tailgate rises as the pickup's front wheels drop after clearing the shop floor. If I don't jack the trailer up far enough, the gooseneck hitch

will catch on the tailgate," says Bunce.

To make the guide, he lowered the gooseneck hitch until it was about 1 in. above the tailgate and then backed under the trailer until the hitch lined up with the ball. He then tied a long string onto the trailer's tongue so that it just touches the pickup bed.

"Whenever I park the trailer, I jack it up until the string just clears the bed. That way I know that after I unhook the trailer, it won't hit the tailgate as I drive away," says Bunce.

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"Backup guide" keeps gooseneck hitch from tearing up pickup's tailgate whenever Bunce drives out from under the trailer after unhooking it.