

Neck Rails Help Keep Cattle Eating

Neck rails keep cattle from crawling over the feed bunks and out of the feedlot. They also reduce feed waste and reduce feed bunk maintenance. Te Slaa Manufacturing wasn't the first to make neck rails, but they came up with the easiest way to install them with their Feed Bunk Post with Neck Rail.

"Most cattle feeders will have a welding shop come on-site and custom weld pipes in place," says Justin Te Slaa. "Our Posts with Neck Rails are ready to go. Just bolt them on. We drill holes to match the type or brand of feed bunks you have."

The neck rail posts are made to hold two 2 3/8-in. pipe rails. The posts are 40 in. tall and made with 2 1/2-in. sq., 1/4-in. thick steel tubing. They are designed to provide a 15-in. space between the bottom neck rail and the top of the bunk. The bottom neck rail extends 9 1/2 in. out from the post.

Feed Bunk Posts with Neck Rails are currently priced at \$60 unpainted and \$70 painted. "Prices may be going up if the price of steel increases," says Te Slaa.

Most Te Slaa manufacturing customers tend to live within 200 miles of the company's offices in Hull, Iowa. However, their neck rails are widening the customer base.

"We've shipped them to Kansas, Montana and Ohio," says Te Slaa. "We even had a call



Te Slaa neck rails come pre-drilled and bolt to existing feed bunks.

from a guy in Florida."

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He Turned His Car Hauler Into A Chicken Tractor

After getting an old 16-ft. car hauler trailer frame from his friend, Barry Brown built a mobile coop to add a second flock of chickens to the ones in his stationary chicken coop. By recycling other materials, he also added many labor and time-saving features with little additional cost.

The coop was built with free wood from a building he tore down. He purchased used chicken house tin and nesting boxes from some of the many former poultry operations around his Searcy, Ark., farm.

For the automatic watering system, a barrel fills with water from rain gutters on the outside of the coop. Pipes from the barrel lead to waterers on the inside and outside of the coop. To keep water from freezing in the winter, he wraps the lines with heat tape. During cold months, the coop stays in his yard where he can plug the tape in.

For easier cleanup, Brown purposefully left the floor open with chain link fencing. Initially, that was a problem as his new chickens roosted there; he lost 10 in one night after a raccoon injured and killed them trying to pull them through the openings. Now the chickens roost on 1x4s and 2x6s under the side wall overhangs, which also have screen floors, so their droppings fall outside. Brown places cardboard on the coop floor when there are young chicks to protect them from falling through.

"I bought an automatic door online, but the battery didn't last long. So, I added a solar cell to catch enough energy," Brown says.

He moves the coop sporadically with a tractor, usually at night and to places he wants fertilized. His ultimate goal is to have the chickens follow cattle in the pasture and have the unit as self-sufficient as possible.

"I try to make it automated, and then go back and fix ideas that didn't work," he notes. For example, he collects eggs by hand because the angle of a conveyor to move eggs varies depending on where the coop is parked.

He's solved problems with inexpensive solutions. A screen cage around the water barrel stops chickens from roosting there and keeping his feed handy and protected in totes



Brown's converted coop was built using secondhand materials to keep costs down.



Coop has a watering system, screen floors and uses a solar door.

in the coop are two examples. He also hangs shiny objects from the coop eaves to keep hawks away when his chickens free-range around the coop.

The trailer frame and other recycled items work well for the chicken tractor, he says. They get the job done without a big investment that costs more than he can recoup from selling eggs.

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900-lb. ATV is powerful, with more torque than a base model Ford F-150 pickup, so it can pull an auger, trailer or move a log out of the road.

Stand-Up Electric ATV

You stand up and it's silent. Those are the obvious differences of the LyteHorse™ Stand-Up Electric ATV. But they are only a couple of the features that set the revolutionary ATV apart, says Allen Bonk, CEO of LyteHorse in Regina, Sask.

Bonk and his brother, Brad, started the project to make a machine that could be used on a golf course. They ended up with a power horse with applications in agriculture, outdoor sports, industry and the military.

"There's a lot of ag interest because there is no sound or emissions. It can be used to check cattle without scaring animals," Bonk says, adding it's also useful for hunting and outdoor activities.

As a stand-up model, the LyteHorse comes with an optional backrest/seat. But stepping on and off makes it easier and more efficient to operate for tasks such as checking fences, or security officers making their rounds, for example.

Bonk stresses its safety features, noting that a quad will flip at about a 37-degree angle. Due to the offset wheel design (wider at the front than the rear) it takes about 60 degrees to flip the LyteHorse, making it safer.

The 900-lb. machine is also powerful, with

more torque than a base model Ford F-150 pickup, so it can pull an auger or trailer or move a log out of the road.

The LyteHorse travels 25 to 30 mph and up to 125 kilometers (80 miles) with four lithium-ion batteries. The vehicle was designed from the ground up to have zero maintenance. No oil or filters to change, nothing to grease, and no drivetrain. With only 33 moving parts, there are fewer things to go wrong. Prices start at about \$18,000 (CAD) with 2-WD, 4-WD and other options.

LyteHorse will be in full production in late fall 2022 to fill backorders. A manufacturing partner is in place in Michigan to serve the U.S. market.

"The LyteHorse performs at a very high level and does so very safely. It shocks and amazes people at how stable it is, and the fun factor is massive," Bonk says.

The company is building dealerships across North America. More information is available on their website.

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LifeLyfts™ allow farmers who have a loss of mobility get back into the tractor or combine cab.

Lift Helps With Getting Back In The Driver's Seat

Life Essentials of Wolcott, Ind., wants to help farmers who have a loss of mobility with lift chairs designed specifically for tasks typical in farming.

LifeLyfts™ makes easy-to-use equipment like platform lifts for tractors, combines, and most off-road equipment. The goal is to help people access farm, logging and tillage equipment quickly and safely.

The Pilot Lift can help you transfer from a wheelchair to the seat on the lift, and the powered lift moves to the operator seat and then to the equipment. The Pilot lift and hand controls mount onto the equipment.

It's powder-coated, comes with radio remote controls, and has a lift capacity of 375 lbs.

The portable lifts are fully mechanical, both vertically and horizontally, with a two-part mechanical arm for tractor cabs.

Life Essentials says they use a 5/16-in

wall steel tube with a #50 chain drive with breakaway safety features.

Life Essentials has been in business for over 35 years, helping people with mobility impairments regain their independence. Through the years, lift designs have evolved to meet farmer needs as equipment sizes changed.

One testimonial on the company website tells the story of Alan, who had to quit farming because of a disability.

His wife, Vicki, wrote to the company, saying, "Alan combined for the first time in many years. In fact, he was so overjoyed that he overdid it." Alan and Vicki's sons who farm with him had to pry him out of the combine that first day.

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