

## "Stock Tank" Firewood Shed

Set two old round stock tanks on edge, tie them together top-to-top with wire, cut a rectangular door in one side, and you have an inexpensive "firewood shed", says Kent Krause, Adams, Neb.

The stock tanks are 6 ft. in diameter and 2 1/2 ft. high. Krause converts them to "firewood sheds" when they get old and leaky. Each "firewood shed" holds over a pickup load of wood. To keep the bottoms of the "firewood shed" dry, Krause sets each unit on old railroad ties or concrete blocks.

"I can fill each tank with two rows of 18-in. long logs," notes Krause. "We use wood burning tank heaters to heat our stock tanks, so I keep a shed beside each heater. Two sheds hold enough wood to last half the winter."



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## Two-Story Hog Barn Elevator

Converting a 2-story barn into a farrow-to-finish facility seemed like a good idea to brothers Robert and Doug Ahren, Monkton, Ontario. The problem was figuring out an easy way to move hogs between the two floors. After considering different options, they decided to build their own "hog elevator".

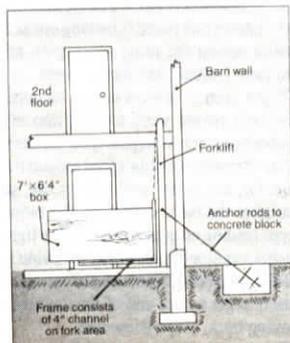
First they bought a used forklift for about \$700. They installed the forklift mast against the inside of an outside wall. The forklift is anchored with two pieces of 1 1/2-in. rebar running through the wall and anchored in 4 by 4-ft. concrete blocks buried outside.

In place of normal lift forks, the Ahrens built a hog-hauling box out of 4-in. channel iron, 1 1/4-in. sq. tubing, and plywood. The box is about 7 ft. sq. with enough room for 5 or 6 finished hogs.

A set of pulleys, powered by the forklift's hydraulic pump, lifts the hog box. The hydraulic pump is powered by a 2-hp. electric motor. (The 1-hp. motor they tried at first quickly burned out.) The elevator can lift up to 3 1/2 tons.

Farrowing and nursery areas occupy the bottom floor of the barn. When pigs reach 4 weeks, they're loaded onto the elevator and lifted to the second floor where they're herded into pens.

Once hogs reach market weight, they're herded back onto the elevator. The motor isn't needed when the elevator moves from the second to first floor. The weight



is enough to gently lower it. The elevator is positioned so that it faces out onto a ramp and loading dock.

Contact: FARM SHOW Followup, Robert & Doug Ahren, Monkton, Ontario NOK IPO Canada.

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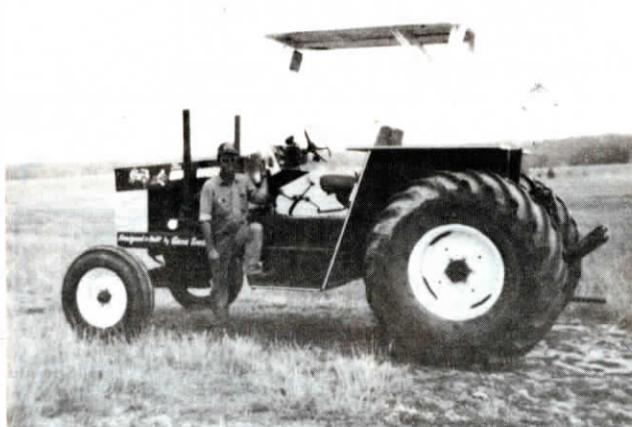
## "The Best Farming Idea I Ever Had"

"The best idea I've ever had while farming is using my Woods 72-in. cut rotary mower to cut hay," says Paul Leavengood, Fresno, Ohio, who removed one side of the big mower so the cut hay gets thrown to the side.

"We mowed our hay this way for the past 10 years and I wouldn't do it any other way. It mows and conditions so well hay dries faster than with any other machine on the market. If the cut hay does get rained on, it dries out faster because the stems are not crimped as with most mower conditioners. We also like the fact that we can mow anytime - at night, after a heavy dew, or even in the rain. It makes no difference.

"We use an ordinary hay rake to rake the cut hay into windrows for baling. Most of the time we rake two of the mower cuts together.

"You can mow as fast with this machine as with a sickle bar mower except when hay is thick and laying down, when you have to go a bit slower. You finish much sooner than with a conventional machine even when you have to go slower because you don't have to stop to unplug the mower or cut hay off rollers.



## "Bone Breaker" Tractor

"My goal was to build a powerful, working tractor that would be easy to service and repair with easy-to-find parts," says Gene Snellings, Montreal, Mo., about the tractor he built from scratch using truck, tractor and combine parts tied together with framework fashioned from new steel. He calls the tractor the "Bone Breaker" because he broke his hand the first day he started working on it last winter.

The tractor's powered by a 352 Ford engine with an RV cam for low-end torque (Snellings says the engine generally runs at only 1,700 to 2,200 rpm's.). It's fitted with home-built headers. No muffler is needed. A 2-speed truck rear end fitted with 26-in. tires powers the rear of the tractor and a combine axle, fitted with 18-in. tires, supports the front. To mount the tractor tires on the rear end, Snellings welded truck wheels to the inside of combine rims. The tractor's fitted with two 4-speed gearboxes that are fitted together "in series" which provides 4 speeds plus reverse to the pto, which is driven off the rear gearbox. The front end

is driven by the front-mounted gearbox. The chassis and roll bar were fashioned with box steel. Steering is hydrostatic.

The tractor is fitted with separate master brake cylinders off a Massey combine, with separate boosters from Ford trucks. The platform, fuel tank and battery box are made of 12-ga. tread plate. The hood and canopy top are 16-ga. steel. The hydrostatic pump is V-belt driven from the crankshaft by use of a homemade pulley. Snellings built the Cat II 3-pt. hitch from scratch. The drawbar is made of 1 1/2 by 3 1/2-in. steel bar. It slides under the tractor when not needed. There are two remote hydraulic valves. Hydraulic controls are dash-mounted. The tractor's cushioned seat comes from a new van, complete with seat belt.

"I didn't build it to be a hot rod. I wanted a real working tractor. So far it works great," says Snellings, who built the tractor last winter and spring.

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"One of the best things about this mower is that it requires no maintenance whatsoever so no time is wasted replacing sections and guards. It doesn't matter if the blades are sharp or not because Woods uses a curved lawnmower-type blade. It creates an updraft that does a super mowing job, especially in down or tangled hay. In 10 years we've never had to get off the tractor while mowing. You get all the hay and the field looks like a mowed

lawn when you're finished.

"We feed hay to our own livestock and sell some now and then. The first question we always get from a buyer is, 'What kind of hay conditioner do you use?' They're always impressed with the quality."

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