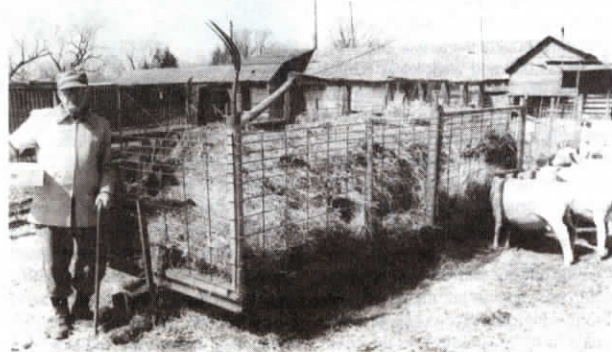


# Made It Myself

(Continued from previous page)



## "No-Waste" Feeder Doubles As Livestock Hauler

A 20-ft. long trailer enclosed by a 3 1/2-ft. high wire hog panel makes a great "no-waste" round bale feeder for sheep and also doubles as a sheep hauler, says John McNaughton, Farmington, Minn.

"With other feeders sheep grab a mouthful of hay and pull their heads out, allowing hay to fall onto the ground. The openings on my feeder are only 4 in. wide and 8 in. long so once sheep get their heads through the openings they're more likely to stay there. The trailer is equipped with a gate so when I'm not using the trailer to feed sheep I can use it to haul them," says McNaughton, who feeds out about 50 ewes a year.

His neighbor, Don Kamen, built the rig by mounting 20-ft. long, 3-in. wide I-beams lengthwise along both sides of a 5-ft. wide axle removed from an old fertilizer spreader. He welded upright pipes to

the I-beams and installed a wood plank floor by slipping the ends of the plank into the slots on the I-beams. The wire hog panels had 2 by 2-in. openings at the bottom and 4 by 8-in. openings at the top. Kamen flipped the panels upside down and welded them to the pipes so sheep could feed through the bigger openings.

McNaughton uses a front-end loader to load bales through a 6-ft. wide gate along one side of the trailer. Using a hay knife, he cuts each bale in half, then rolls the bale halves to either end of the trailer. The trailer's tongue slides back into a sleeve under the trailer so McNaughton can slide it out of the way when it's being used as a feeder. A jack on the hitch supports the front end of the trailer.

Contact: FARM SHOW Followup, John McNaughton, RR 1, Box 177, Farmington, Minn. 55024 (ph 612 463-8277).



## Combine Converted To Self-Propelled Grain Auger

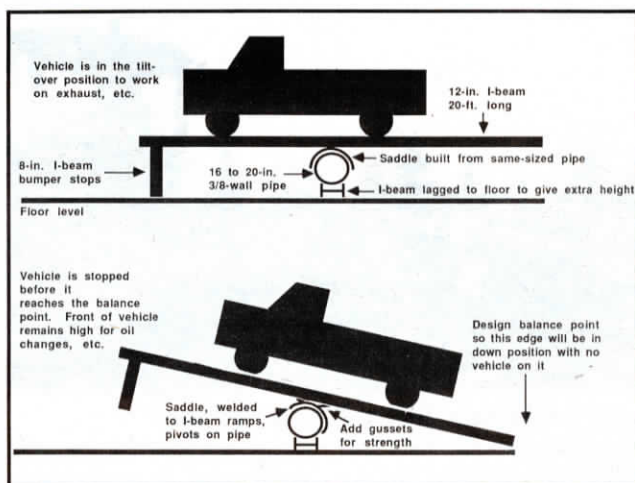
Gerald Oetken, Larned, Kan., solved the problem of moving his 47-ft., 8 in. grain auger around his farmyard by "self-propelling" it using a 1955 Massey Harris Super 90 combine that he bought for just \$125.

"Its 75 hp. motor is mounted low to the ground so it seemed like the perfect solution," says Oetken, who first stripped the combine down to the running gear, frame

and motor.

The biggest problem was that the rear wheels would not allow the auger close enough to the bin and still maintain the center balance needed for the scissor action that raises the auger.

The solution was to move the steering wheels further out to the front. The drag link had to be modified, and he made a channel iron extension for the front of the



## Easy-To-Build "Poor Man's Lift"

"I tinker around a lot in my shop and one of the most handy things I've built recently is this Poor Man's Lift. It works like a charm," says Marvin Hammer, Bartow, Fla., who wanted an easier way to work on cars and trucks.

Hammer says his lift has the advantages of a hydraulic hoist or maintenance pit without the expense. It requires no power and wheel base width can be adjusted to fit any vehicle.

A pair of 20-ft. long 12-in. I-beams serve as a drive on ramp. The beams are laid sideways so that the flanges on the sides of the beams keep tires from coming out of ramps.

The ramps pivot on an innovative "hinge" assembly made from heavy 3/8-wall 20-in. dia. pipe. There's a 10-ft. long section of the pipe laying across the width of the lift a little more than halfway down the length of the ramps. Two "saddles" made out of 2-ft. long half sections of the 20-in. pipe are laid over the top of the pipe

and welded to each of the ramps. You have to spread the half sections outward a bit to get them to fit over the pipe. Bumper stops made out of 8-in. I-beam mount under the front end of each ramp.

The ramps are balanced over the pivot point so that when not in use the rear end of the ramps rests on the ground and the ramps go up at an incline. You simply drive a car or truck up the ramps and as you get past the balance point, the front end of the ramps will drop to the ground and come to rest on the bumper stops. You can also stop just before you get past the balance point to leave the front end of the vehicle high up in the air.

"It's versatile. You can slide the ramps back and forth to adjust to different wheel widths right on down to the width of a garden tractor. Works great for any kind of underbody work," says Hammer.

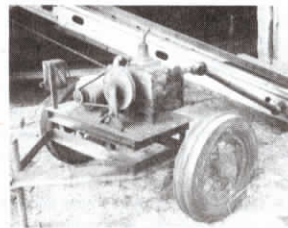
Contact: FARM SHOW Followup, Marvin C. Hammer, Rt. 1, Box 737, Bartow, Fla. 33830 (ph 813 533-3617).

## Portable Electric Pto

An old truck transmission hooked to an electric motor makes a nifty portable pto for New York farmer John Canne who farms near Phelps.

"We like the fact that we can vary pto speed from very slow to regular speed and even put it in reverse, if needed," says Canne, who uses the cart-mounted pto to power an auger from a continuous flow grain dryer, as well as other equipment.

A 3-hp. electric motor belt-drives a 4-speed truck transmission via a large drive pulley mounted on the input shaft. A splined pto shaft attaches to the output driveshaft. The shift lever is in place at the top of the transmission and is used normally. Motor and transmission are anchored to a metal platform mounted on a two-wheeled chassis. Since the accompanying photo was taken Canne has added



a caster wheel in place of the front jack that makes it handier to move the pto cart around.

The only parts he had to buy were the electric motor and a bearing. He found everything else in his scrap pile.

Contact: FARM SHOW Followup, John Canne, 792 Co. Rd. #6, Phelps, N.Y. 14532 (ph 315-946-6438).

combine frame.

After removing the wheels from the auger the scissors were split, with the top portion raised 24 in. to allow the auger to rest in a parallel position for moving from location to location. The auger is powered by a 60 hp. hydraulic motor. The auger is raised and lowered by a 27 hp. hydraulic motor, salvaged from a 3,000 lb. winch, that replaces the hand crank. It's controlled from the driver's seat. The gasoline tank is positioned within easy

reach of the driver's seat and the oil reservoir was mounted low at the back to provide easy access.

To get enough room to mount the hydraulic pump on the crankshaft of the combine engine, Oetken mounted "deep reverse" IH combine rims on the auger mover for added clearance.

Contact: FARM SHOW Followup, Gerald Oetken, Rt. 1, Box 47, Larned, Kan. 67550.