

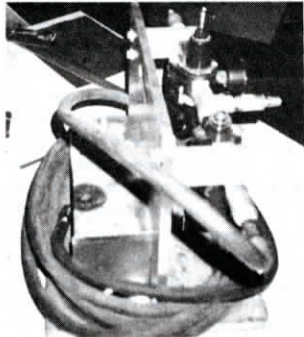
## Automatic Oiler, Filter For Air-Powered Tools

Iowan Carl Greenwood, Jr., put together this portable automatic oiler and moisture-removing air filter that hooks up between air-powered tools and air compressors. It eliminates the need to manually add oil to air tools and also removes moisture from the air line to keep tools from rusting out. In addition, the unit has a pressure regulator that lets him slow down the operating speed of air tools.

The "Air Witch", as it's called, consists of a 50-lb. aluminum frame fitted with the pressure regulator, air filter, automatic oiler and three quick couplers. One coupler hooks up to the air compressor, another hooks up to tools, and a third, which bypasses the automatic oiler, can be used to run a paint sprayer.

"A big problem with air tools is that moisture gets inside the tool and causes rust. The filter keeps moisture out of the line," says Greenwood, of Farley. "The oiler automatically lubricates the tool and eliminates the need to stop and add oil every half hour or so. We shut the oiler off whenever we hook up the paint sprayer, but we leave the air filter on. It keeps moisture out of the paint so it won't bubble up."

The pressure regulator lets Greenwood



operate air tools at slower speeds so they won't wear out so fast. "We simply set the regulator at whatever pressure we want and lock it in place. The slower working speed also helps keep us from stripping sockets on our air impact wrenches."

Making the accessory unit portable lets Greenwood use it in the field with his portable compressor, and back in the shop with his wall-mounted compressor.

Greenwood spent about \$160 to build the Air Witch.

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## "Go Anywhere" Loader Tractor

"I was having trouble getting stuck while hauling round bales with my front-end loader. I had a couple of old trucks and an old combine and decided to make a loader tractor out of them," says Clint Watson, Scandia, Alberta, who built the tractor for less than \$100.

Watson took the cab off a 1960 Ford 1-ton pickup and box, removing the worn-out engine and transmission, then fitted the stripped-down pickup frame with a Chrysler 6-cylinder gas engine taken from an old Minneapolis Moline 4290 combine. He mounted the combine's cab and body onto the pickup frame so that the truck faces backward. It's equipped with two 3-speed transmissions. The first transmission, removed from a 1952 Dodge 1/2-ton pickup, is bolted to the engine. The second one, removed from a Ford 1/2-ton pickup, is installed 4 in. ahead of the first transmission. The pickup's rear axle was worn out so he replaced it with the rear axle from a 1957 GMC 2-ton truck and fitted it with the combine's drive wheels. A set of 9.00 by 20 tires (removed from the 2-ton truck) mount on what was formerly the front end of the pickup. He used the arms from an E-Z-On 100 front-end loader and the grapple fork from a Farmhand

loader and built his own bucket.

"It has great traction. I use it to handle round bales and also to load chopped hay," says Watson. "All the weight is on the big combine drive tires. It goes anywhere and is so light it hardly leaves a track even in mud holes. I haven't got stuck with it yet. The 2-ton drive axle is built very strong and lets me easily pick up 1,600-lb. bales without straining. I added the second transmission to slow the tractor down for working in soft ground."

Watson modified the Farmhand grapple fork to fit the arms of the E-Z-On loader, and he modified the loader arm mounting brackets to fit the tractor frame, then welded them on. He installed a hydraulic pump (driven by the engine crankshaft) and hydraulic valves to raise and lower the loader and to operate the grapple fork and bucket. He modified the wheel rims on the combine tires to fit the wheel rims on the 2-ton truck axle, then welded them together. He also modified the rims on the 2-ton truck wheels to fit the pickup axle.

Watson uses a pickup to tow the tractor to hay fields, then drives home with the pickup and returns with his tractor and hay trailer.

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*Harold M. Johnson, Editorial Director*



Haylage is dumped into the wooden elevator by a wagon on other side of silo and mixed with corn silage delivered by silo unloader down a center discharge hole.

## "Silo Unloader" Mixes Feed

Don Steward, Kennedy, N.Y., installed a wooden elevator under his 24 by 80 ft. silo that allows him to mix haylage and corn silage together and convey it to an 80-ft. bunk feeder inside his 225-ft. long, 45-ft. wide free-stall dairy barn.

"The wooden elevator resists corrosion and has more capacity than the steel elevator I formerly used," says Steward, noting that his silo is equipped with a Big Jim center-discharge unloader (built by Butler Livestock Systems, Ft. Atkinson, Wis.) that unloads silage down a center discharge hole. Silage would normally fall by gravity onto a steel conveyor at the base of the silo. Steward replaced the steel conveyor with a Kelly 40-ft. long wooden double-chain elevator that extends out both sides of the silo. He parks a side-unloading feed wagon filled with haylage next to the silo. It unloads haylage onto the wooden elevator as it enters the silo. Then corn silage is unloaded onto the elevator where it gets mixed with the haylage. On the other side of the silo, the

elevator bends upward at a 15 degree angle, goes into the barn and drops feed into a 20-ft. long wooden elevator inside the barn which drops feed into a bunk feeder.

"The Kelly elevator works great because all surfaces that come in contact with feed are treated with three coats of polyurethane, and exterior surfaces are treated with wood-preserving paint. It takes less power to run because wooden slats on a wooden surface produce less friction than steel slats on a steel surface. Also, because the return chain is on top it levels off the silage if it gets too deep on the elevator. We had been unloading haylage from an 18 by 50-ft. concrete silo into another elevator that dropped it into the wooden elevator. When we decided to expand, we bought an Ag Bagger for our haylage rather than put up another silo. We now use the silo to store corn silage."

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