

Reader Letters



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one of the 55-liter containers and tips it down. The problem he had before is that he had to thread the valve on before tipping it sideways and that left the valve exposed to breakage as you tried to carry the 170-lb. jug.

A steel plate slips under the mini-tote like a 2-wheeler. **(Andrew Graham, Program Advisor, Ontario Soil & Crop Improvement Association, 1 Stone Rd. West, Guelph, Ontario N1G 4Y2 Canada ph 519 826-4214)**

If you've got a skid steer loader, we think you'll find plenty of uses for our new Tele-Boom. It mounts quickly to most popular skid steer loaders, using only one hydraulic outlet. It extends from 8 ft. 6 in.



to 30 ft. Lift capacity depends on the size of the loader and the angle of the lift.

It's great for construction on the farm such as roofing, truss installation, sign installation, lighting, and placing poles, among other things. **(Jim Broten, vice president, Sheyenne Tooling & Mfg., 7th & Lenham Ave., P.O. Box 647, Cooperstown, N.Dak. 58425 ph 701 797-2700; fax 701 797-2584.)**

I spotted this tree planter at the Christian County Soil and Water District in Taylorville, Ill. (ph 217 287-1315). It was built by Sheedy Welding, Morrisonville, Ill.

The planter has several unique features. It's made to be pulled behind a



tractor and has a plow opener and boot for inserting tree seedlings. The plow opener is controlled by hydraulic pressure off the tractor, or it has a hand-operated jack that does the same thing.

To facilitate seedling handling and planting, the planter is equipped with two seats facing the plow opener. Both riders can plant, or one can speed up the job by handing seedlings to the other rider.

I also recently noticed this mailbox on a back road and thought it was a pretty easy way to set up a fortified mailbox that vandals – and snowplows – can't damage.

It consists of two 2 by 8's mounted horizontally on a 4 by 4 post. The mailbox mounts at one end and there's a cement-filled wheel weight on the other



end to keep it balanced. The mailbox itself is protected on all sides by 2-in. boards and there are braces down the base of the post for strength. **(C.F. Marley, P.O. Box 93, Nokomis, Ill. 62075)**

Our simple mailbox flag bolts to the back of the mailbox. The spring-loaded flag is bent down and slipped through a

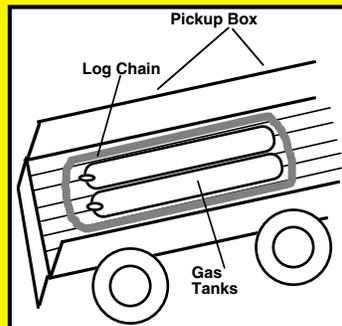


bracket on the door. When the door is opened, the flag stands straight up. Fits standard size mailboxes. Sells for \$10. **(Cory Jensen, Country Enterprises, Inc., 25809 Duncan Ave., Lucan, MN 56255 ph 800 349-8752 or 507 747-2574)**

I took an old receiver-type hitch off an old pickup at a junkyard and built a 3-pt. hitch around it. I welded a 15-in. piece



of tubing on top and braced it up real well with 1/2-in. flat stock. I bought a pair of 1 1/8 in. threaded pins for the drawbar pins. I cut a hole in the bottom so if I ever break a pin I could change it. It gave me a rugged hitch that will last a lifetime. I can insert a variety of hitches. It will even take a pintle hook. **(Basil L. Powers, General Delivery, Stratton, Maine 04982 ph 207 246-3092)**



To keep compressed gas tanks from rolling around in the back of my pickup, I



This "swamp buggy" was built by John Warner, St. Elmo, Ill. When I first saw it, I decided to buy it if I ever got the chance. Recently, he agreed to sell it to me.

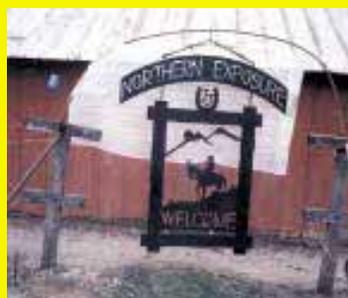
The buggy's built on a 1966 Ford 3/4-ton chassis. Warner shortened the wheelbase by 2 ft. and turned the front axle over to give it high ground clearance of about 20 in. A small box on back carries hand tools and a small amount of cargo.

Heavy-gauge metal for the body was cut from an oil storage tank and then flattened. The finished buggy weighs 5,200 lbs. It has seat belts and rollover protection with a heavy steel top.

We have land in a number of locations and it's an ideal off-road machine for checking crops and will also run with traffic at 65 to 70 mph. **(Dean Buzzard, Rt. 2, Box 227, St. Elmo, Ill. 62458 ph 618 829-5554)**

wrap a heavy log chain around the tanks. Holds them still so I don't have to worry. **(Donald Cool, 3870 West E Ave., Kalamazoo, Mich. 49004)**

When friends moved to a new farm, my husband decided to make them a home-



stead sign that would last. He drew the design with soapstone on a 3 by 4-ft. sheet of 12-ga. metal. He then cut it out with a plasma cutter. The result is eye-catching and durable. He cut the name - Northern Exposure - out of a sheet of 10-ga. steel and mounted it on top. **(Michael Zinghiem, 5501 Boxelder Rd., Marshall, Wis. 53559 ph 608 655-3530)**

Mailbox vandals will have to find heavier weapons if they want to damage this heavy-duty stainless steel mailbox that I built. The box and door are made from heavy gauge stainless, as is the post. It stands in a milk can partially buried in the ground. **(Norman Smith, 7302 Walsh Rd., Walsh, Ill. 62297 ph 618 774-2960)**



Here's a photo of my Mitsubishi 650G tractor, which I repowered with a 2.8-liter Chevrolet V-6 engine. I had to make an adapter to match the engine to the transmission and also an adapter to match the flywheel to the two-plate clutch (one for ground drive and one for the pto drive). I also had to lengthen the frame 6 in. to give me the room for a larger radiator, fan and hydraulic pump, which mounts on front of the crankshaft. So far I have 86 hours on the tractor without a problem. I also cut rpm's back to 2,400 and have a belt drive governor to control power.

I recently took the tractor to the Tulare Farm Show and had a number of offers from people who wanted me to put Chevy engines in their worn out tractors. **(Al Plenert, 6754 E. Harvey, Fresno, Calif. 93727)**

The 5-ft. wide scraper blade I use on the back of my Allis-Chalmers D-14 wasn't built heavy enough for heavy scraping



jobs so I built a weight to keep it on the ground. I filled an old 15-in. tire with some left over concrete, laying the tire on a big piece of cardboard to keep concrete from running out the bottom. I set a screw-in