

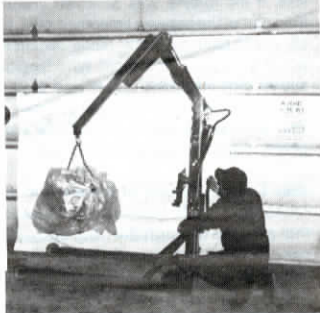
interested in it as a low-cost tool, perhaps for poorer third world countries, but they said no. Any farmer could make a simple rig like this and all I can say is that it gets the job done and you can pull it with a small tractor. I could make plans available if there were interest.

(David Burke, Rt. 3, Box 221A1, Smithfield, Penn. 15478)

You can turn udder balm, salves, or other ointments into liquids to use as teat dips for dairy cows with the "Melter". We invented it after getting tired of ending up with more udder balm on our hands than on the cows.

The low-watt electrical unit uses less electricity than a 50-watt bulb so you can leave it running at little cost. You fill it half-full with water and plug it into a 110-volt outlet. Then you fill our 4-oz. dip cup with your salve and place the dip cup into the water (unit can hold up to three dip cups at a time). It takes about two hours to melt most salves. After dipping teats, you put the dip cup back into the unit to keep it warm. You can set the unit on a timer so it turns on a couple hours before milking. Sells for \$24. **(Dennis Schneider, Melter, P.O. Box 276, Cosby, Mo. 64436 ph 800 453-0716)**

Our new hoist stand doubles as an engine stand to save space and time. Built from 4 by 6-in. steel tubing, the stand is equipped with extendable legs and an extendable tele-



scoping lift arm on the mast. A pair of hydraulic cylinders, controlled by a hand pump and divider valve, are used to maneuver the mast, which is hinged at two points. You set the arm and legs in the extended position to lift the engine out of the vehicle and lower it onto the floor. Then shorten up the arm and legs, pick up the engine and mount it on a swivel bracket attached to the mast.

The hoist has a 4,000-lb. lift capacity when retracted and a 2,000-lb. capacity when fully extended. The stand/hoist combo folds up to a 3 by 4-ft. area for storage. Sells for \$1,595. **(Dennis McGuire, American Mfg., Hogeland, Mont. 59529 ph 406 379-2676)**

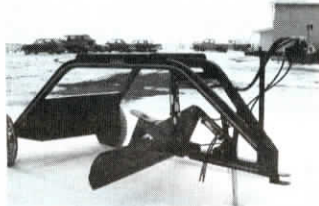


We use an old car transmission hooked up to an 8 hp Briggs & Stratton engine to power grain augers and other pto-operated equipment. It frees up a tractor at harvest.

The engine and transmission mount on a two-wheel wooden platform that we pull around by hand. I bolted a large V-pulley onto the front side of the transmission and welded a splined pto shaft onto a flange that matched up to a flange on the rear side of the transmission and bolted the two together.

I use it to power my 34-ft. long, 6-in. dia. grain auger. I can also use it to power a dry

fertilizer spinner spreader that I pull behind my 4-WD pickup. I mount the transmission and engine in the back of the pickup. **(Alfred Steinke, Rt. 5, Box 175, Bismarck, N. Dak. 58501 ph 701 223-4732)**



Our new 'Blade Aid' land leveler is a 14-ft. long, 2-wheel steel carriage designed to carry any 3-pt. blade. A pair of hydraulic cylinders control the blade's tilt angle and depth, giving you much more precise control than when mounted directly to a tractor. Conventional 3-pt. blades work good on perfectly flat terrain. However, if the tractor's rear wheel drops into even a small hole it causes the blade to dig too deep. Also, the blade edge can gouge out the surface on turns and when the tractor is going up an incline.

The carriage does a beautiful job even on a small utility tractor. It comes with double valve hydraulic levers in front that allow you to use both cylinders even with a tractor that has only a single hydraulic outlet. You can use any 3-pt. blade up to 8 ft. long. We can also sell the carriage complete with blade. Up to 500 lbs. of weight can be mounted on a shelf on back. Sells for \$1,210 without blade. **(Schweiss, Inc., Box 557, Sherburn, Minn. 56171 ph 507 764-2251)**



After seeing the article in your last issue (Vol. 17, No. 4) about the farmer who made his own extended cab Chevy pickup years before General Motors came out with its own extended cabs, we had to send you a photo of our GMC pickup that we designed and then had built in 1970. Our dealer had the stock pickup delivered to Portland, Ore., where a body shop made the conversion using our plan, lengthening the cab and shortening up the box. There's a full bench seat in the back and a folding jump seat on the passenger's side in front for access to the rear. It's a 3/4-ton truck with a 400 engine. The truck now has 250,000 miles on it. We took the picture this summer. **(Margaret & Lynn Weidenbach, 1101 McLean Rd., Mt. Vernon, Wash. 98273)**

We'd like to let FARM SHOW readers know that Prairie Gear Mfg., Inc., has moved to a new and larger manufacturing plant to meet growing demand from our customers all over the U.S., Canada and overseas. We're currently in our 14th year of business, making currently in our 14th year of business, making bevel, parallel and multi-ratio gearboxes. A wide range of gearboxes from 15 to 180 hp. are available. We also make mower spindles for lawn and garden equipment manufacturers as well as pto speed changers for going from 540 to 1,000 rpm's and vice versa. **(Dave Schott, Sales Manager, Prairie Gear Mfg., Inc., 1629 Brookside Blvd., Winnipeg, Manitoba Canada R2R 1V6 Canada ph 204 632-5686; fax 632-6548)**



My wife encouraged me to manufacture and market the E-Z Reach Gate Winch after I put them on all our farm gates. She says anyone who tries one will never want to open or close a gate any other way.

A crank handle, fitted with a loop of steel cable, mounts on a steel strap that nails to the gate post. Turning the winch handles draws in the gate post. A pin locks the winch in place once it's tightened. We also make a portable gate winch that you can carry

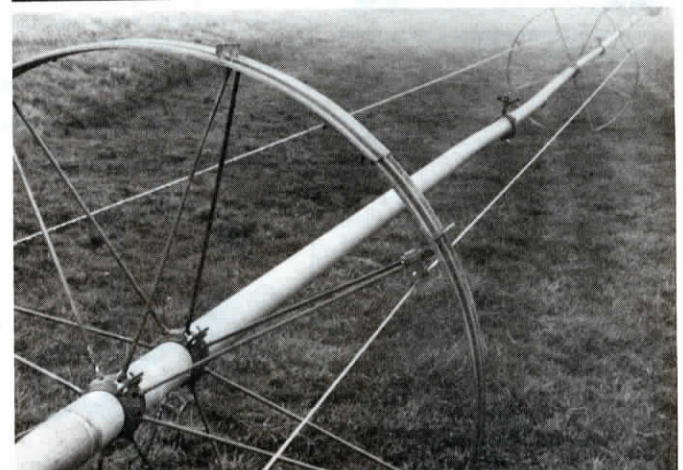
around in the pickup to use on any gate. It has a short length of chain on the metal mounting strap that holds the winch to the post.

For gates designed to lay down flat to drive over, you can put extra cable on the winch that'll pull out as far as the post drops. Sells for \$24.95. **(Fred Davison, Davison Industries, Rt. 1, Box 37, Highwood, Mont. 59450 ph 406 733-5031)**



This 3-wheel motorcycle was built by my Dad Laurence Hahn (pictured) of LaValle,

Wis., after he turned 80 years old. He used the front fork from a 350 Honda motorcycle and made the rear end out of the front wheels, motor and transmission from a 1981 front-wheel drive Fiat. He made the cycle road ready with lights and license and mounted a cargo box on back so he can take it to the store. He also uses it to haul produce to the house from his large garden. He's now almost 91 years old and still enjoys the cycle. **(Mrs. Joyce Thonesen, Rt. 1, Kendall, Wis. 54638 ph 608 463-7401)**



Here's an idea we came up with to protect irrigation wheel lines from damage by cattle when the unit's not in use for irrigation. Cattle can do a lot of damage to a wheel line sprinkler system by scratching themselves on the wheels or pipe, after breaking or bending wheels, pipe, and other components. I installed an electric fence line on each side of the wheels with a battery-powered fence charger installed in the middle on the wheel line mover.

To attach the fence wire to spokes on the wheels, I used plastic nut and bolt type insulators - the same kind used on metal rod electric fence posts. I split the threaded end of the insulator with a sharp knife and spread it to slip over a spoke on the wheel, then put the plastic nut back on and tighten it down. I dead-end each electric wire to the outer end of the irrigation pipe and the inner end of

each wire to a 'hub nut' and tension spring at the center wheel line mover.

There's about 1/8th of a mile of fence wire on each side of the wheel line. When you want to move the wheel line, you just disconnect the charger and go. The fence wire moves right along with the irrigation system. Springs keep tension on the wires. When the wire is not needed to keep cattle away, you just loosen the plastic nuts on the insulators and slide them inward toward the wheel hubs so they're out of the way. No need to ever move the fence wire or charger.

Cattle respect the electric fence and will no longer go near the wheel line. To protect the charger from irrigation water, I used two discarded refrigerator vegetable bins - one holds the charger and battery and the other serves as a lid on top. **(Dan Rastovich, Bend, Ore. ph 503-382-2450)**