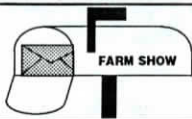


Reader Letters



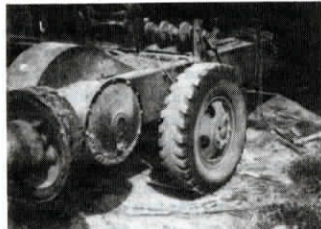
Thanks for your article in the last issue of FARM SHOW entitled "World's Best Axe" about the new-style axe I'm importing from Sweden. We've had a lot of interest from readers in this axe, which has a thin, hardened steel blade held in a spring steel bow in place of a standard axe head. The only problem with the article is that you had our phone number wrong. The correct number is 518 529-6112. (Miles Manchester, Joy Brook Farm Tools, Rt. 1, Box 63, Brush-ton, N.Y. 12916)



We manufacture "The Retriever", a disk attachment for use along roadsides to recover lost gravel, level ridges to control erosion, and much roadside growth to reduce mowing. It does a more efficient, faster and overall better job of conditioning road edges than grader blades. It was developed and patented by Canadian inventor E.T. Skibsted and mounts either on the side of a road grader or behind a farm tractor. Skibsted owns the U.S. and Canadian patents. (Karen McMillan, Shortline Fabricating, P.O. Box 626, Rosebud, Alberta T0J 2T0 Canada ph 403 823-7736; fax 403 823-6922)

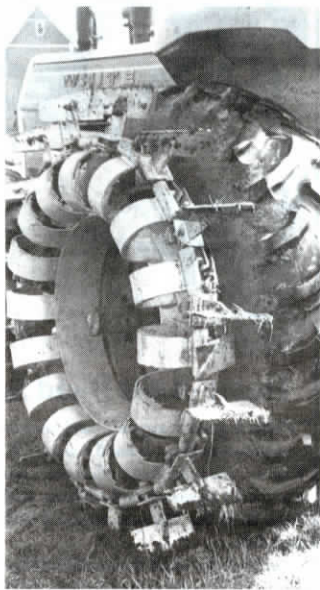


I made a tandem axle 50-ft. tractor-pulled sprayer. It's really two sprayers in one because I can change between "low boy" spraying and "hi-boy" spraying by pulling 6 pins to raise the boom up. There's a walkway on each side for easy access to the tank and also toolboxes and a cargo box. (J.O. Burge, 8292 Thacker Rd., Boomington, Kent. 47403)



I'm sending along a photo of a change I made to my Massey Ferguson #10 hay baler. On the chamber side of the baler it originally had a 16-in. tire on a 1 1/4-in. axle. After breaking a few axles, I installed 1/2 of a front truck axle with a 20-in. tire. The bigger tire carries much better over wet spots without sinking in, letting the baler do a better job. I also converted an older New Holland baler the same way. (Wilmer A. Sherry, Rt. 2, Box 180, Ebensburg, Penn. 15931 ph 814 948-6128)

Our new fold-out steel tracks for tractors and combines mount next to the tire to give you an enormous amount of extra traction. They give you the benefits of old-style steel-lugged metal wheels nearly doubling the pulling



power of your tractor or combine. They provide as much, or more, traction as front wheel drive assist but are much more economical. The cleats are 10 in. wide and 5 in. high. They hinge on a big 1 1/8-in. steel cable, running around the perimeter of the wheel, that acts as a giant flexible spring, allowing the cleats to flex. Big U-shaped springs help keep the frame flexible. Eight lugs are welded onto the wheel and the cleat system bolts onto the lugs. If you don't want to weld lugs onto the wheel, we offer a bolt-on system that mounts like duals directly onto the axle hub.

The cleats are arranged in four groups, with four cleats per group. They fold out four at a time from the center of the tire. When the tracks are folded in, you're ready for road transport. A 2-ft. long tool is used to pry them out. It takes about 1 1/2 min. per side to fold the tracks in or out. An optional system that lets you use a lever to automatically engage or disengage the cleats on-the-go is also available. The cleats never touch the tires so they won't cause any premature wear.

The amount of extra pulling power is unbelievable. In one test documented by the National Tractor Pull Association a 2-WD tractor went 99 ft. without the cleats and 158 ft. with them - a 59% increase in pulling distance. Tractors that can't move in muddy ground can walk right out when the cleats are engaged. The cleats penetrate the soil up to 5 in. deep providing a positive "lock" that results in less strain on the transmission and differential. They virtually eliminate the need for weights on the tractor.

Another advantage is that your tires should last four to five times longer, so you'll probably never have to replace tires. They can also be used with worn tires. The new tracks mount on any 2-WD, 4-WD, or front wheel assist tractors with 34, 42, or 46-in. dia. wheels. They can also be used on duals. A set of two sells for \$3,850. (Everett Hauert, Dyna-Bite Traction, Inc., 19316 West Manhattan Rd., Elwood, Ill. 60421 ph 815 423-5255)

Here's an idea that has worked out well for us. We welded brackets to the back of a 3-pt. mounted grader blade to hold a hydraulic winch. When needed, we slip the winch onto the brackets and plug the hoses into the tractor. Works great for pulling equipment out of mud. (Richard Carpenter Jr., P.O. Box 5116, Fredericksburg, Va. 22403)

To move calves and other young livestock from one barn or pen to another, we make a circle out of snowfence with the calves inside. Then we just "walk" them from one place to another. Three people can "walk" the snowfence with the calves inside with very little effort. (Robert Konsela, 5320 Co. Rd. BB, Mondovi, Wis. 54755)

I'd like to compliment you on FARM SHOW. My brother in England also has a subscription and he likes it as much as I do.

Here's an idea for a homemade harrow for leveling gopher mounds in alfalfa fields. We use a 16 by 4-ft. weldmesh panel with 3 rear tractor tires on top as ballast. The panel is chained to a 3 by 2-in. rectangular drawbar and a chain runs from the drawbar up to the tractor hitch. This works great. We saw a similar idea in FARM SHOW a few issues ago. (Alan Marsh, Box 592, Macgregor, Manitoba, Canada)

I bought an old toy tractor at a garage sale and I'm wondering if any of your readers could identify it for me. It's made out of tin and is about 10 in. long and weighs about 1 1/2 lbs. It has rubber tires and the single front wheel turns with the steering wheel. The tread on the rear tires is not cross-hatched like on a conventional tractor tire. Instead, it runs around the circumference of the tire much like on a car tire. The tractor has a lever to wind it up. These words are printed on the rear hitch: "Dol-Trac. Dolecek Toy Div. Oxford, Mich." The lady I bought it from told me that this toy used to belong to her grandmother. (Raymond Rodriguez, 860 Maria Ave., Spring Valley, Calif. 91977)



Protecting rice fields from rats is often a losing battle but we've come up with a simple method here at the International Rice Research Institute (IRRI) that can help eliminate the problem. It consists of an easily installed plastic fence with holes about every 16 ft. Each hole opens into a live trap. No bait is needed, no poison, no electric wire or metal fences and it's environmentally benign. When a rat smells the crop, it will run or swim alongside the fence, using its guard hairs as sensors. It will first look for an easy entry rather than climbing over or digging under the fence. When it finds the opening, it goes through right into the live trap. Catching one rat in a live trap does not deter others from entering. We once caught 12 rats in a trap in one night.

We first tried the idea with outstanding success in 1990 and it has since been used successfully at other IRRI locations. The system costs about \$160 per acre to set up, a cost that can be quickly recouped in areas where crop losses can total 20 to 40 percent of the crop. (Dr. Graeme R. Quick, International Rice Research Institute, P.O. Box 933, 1099 Manila, Philippines)

I took a grain tank extension off an International 915 combine and mounted it on an older 915 model - not designed for the bin extension - to add 65 bu. of capacity. The extension consists of a 2-ft. high expanded metal steel mesh screen that's bolted to the top of the grain tank. I installed a 4-ft. long vertical auger in the center of the extension to lift grain away from the original feeder elevator.

I work for a salvage yard and many customers were asking for grain tank exten-



sions on IH 815 and 915 combines. I did this job for one of our customers. IH began offering grain tank extensions for its low-profile series 815 and 915 combines in the early 1980's. However, the combine I modified was made in 1978. It has a factory capacity of 160 bu. The grain tank extension boosted capacity to 225 bu.

I removed the original leveling auger and replaced it with a 7-in. dia., 4-ft. long enclosed auger salvaged from an old IH 715 combine. The auger is supported by an angle iron brace and is driven by the feeder elevator via a home-built shaft enclosed inside a "boot". The add-on auger extends the height of the elevator auger by about 3 ft. It spreads grain out on top of the center of the bin instead of pushing it up so there's less grain damage. I paid \$500 for the bin extension.

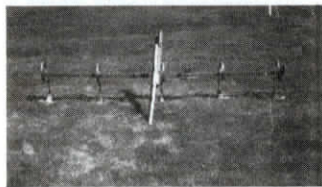
For another project, I mounted a 1972 New Holland 985 head on a 1978 New Holland TR 70 combine. I paid \$400 for the 985 head. A new TR 70 head sells for about \$2,000 to \$2,500.

I mounted a stub shaft and sprocket on one side and a pto shaft and jackshaft on the other side. The combine feederhouse chain drives the pto shaft which powers the jackshaft. The jackshaft chain drives the original header sprocket. (Roger Sorenson, R.D.S. Enterprises, 221 S.W. 2nd St., Pennock, Minn. 56327 ph 612 235-4341)



Six adults can sleep comfortably in my unique tent-topper combination. When not in use, the tent folds up for storage inside the topper, which is no higher than the pickup's cab. The combination sleeper leaves the pickup free to pull a boat, snowmobile trailer or whatever.

It can be easily adapted to most any size pickup. I hope to patent the "Top-It" camper and produce it commercially. (Shon Giermet, 129 Baker Drive, Redwood Falls, Minn. 56283 ph 507 637-5140)



I built this 4-row, 30-in. cultivator in 1987 and the only problem I've had since then is one broken S-tine. It works great and only cost me \$40. It consists of a toolbar made out of heavy 2-in. angle iron fitted with 5 S-tines equipped with high-speed 12-in. sweeps. Mounts on a Cat I or II 3-pt. hitch. I pull the cultivator with sweeps 1 to 1 1/2 in. in the ground when cultivating corn fields. I don't use any weed killers so I get a ribbon of grass or foxtail in the row but since all my corn is chopped for silage, I get by fine. If I banded herbicide in the row, I'd have fields as clean as if I'd broadcasted herbicide.

It worked so well I tried to get Deere & Co.