Reader Letters

Thanks for featuring my husband Lloyd's "Mole Blaster" in your last issue.

Here in Washington State's Skagit Valley, we're blessed with wonderful sandy loam soil. Unfortunately, it's great for moles to dig in. Or maybe the suckers just swim through it.

In any case, Lloyd and I each have our own special ways of dealing with moles. Since FARM SHOW readers already know about Lloyd's, let me share mine.

I arm myself with a jug of bleach and a jug of ammonia, a sharp pointed stick, a measuring cup (with lip) and a smooth rock. Then I head for the freshest mole hill I can find. I poke a hole in the top of the hill with the stick, going down until I reach the tunnel. I gently rotate the stick to firm up the entrance hole. Then I pour in a cupful of bleach and another of ammonia and quickly cover the hole with the rock. The chemical reaction creates a deadly gas similar to that used against our troops in WW I so extreme caution must be used when using this approach. It is, however, extremely effective, either killing the moles outright or encouraging them to move elsewhere. ***(Mrs. Lloyd T. (Beth) Good, 2031 Dry Slough Road, Mt. Vernon, Wa. 98273).***

We've received over 40 calls and letters from all over North America since FARM SHOW featured our "fastest-in-the-world" corn

creamer (Vol. 20, No. 6). One caller from Iowa asked if we adapt it to whole kernel corn. We went to work and designed four new interchangeable blades that make the device as useful and fast for processing whole kernel corn as it is for creamed corn. The unit can be ordered in either configuration for $225 plus $10 S&H. Additional blades are $80 per set. ***(Verlon Cox, Black Jack Industries, 1576 Lakeshore Blvd., Jacksonville, Fla. 32210; ph 904 384-9982)***

I've enjoyed FARM SHOW for years because of the wealth of interesting ideas and new products it contains.

For example, I used the idea of running a light rope up to the top of our unloading auger, then attaching a weight to the end. We just drop the weight down into the bin after each load to see how far grain is from the top of the bin. It's saved us many trips up and down a ladder and is, in my opinion, one of the most useful ideas I've ever seen in FARM SHOW.

Thanks, again, for the many ideas you present. Keep them coming. ***(Les Grinnell, Box 837, Killary, Manitoba, Canada ROK 1GO)***

My 1956 F-500 truck has seen better days, but we were able to convert it into a dandy field sprayer complete with 500-gal. tank and 55-ft. boom. The problem was, it steered so hard and rode so rough I could barely stand to use it.

So I cut the front frame and wheels off an old Oldsmobile Toronado front-drive car and fitted them underneath the truck frame. That provided it with power steering and brakes, not to mention a vastly improved ride. I also fitted the rear axle with 900 by 24-in. combine tires for better flotation in soft conditions. ***(Glenn Frye, Ekalaka, Mont. 59324; ph 406 775-6432).***

Here's a rolling chain saw I built from scratch to make cutting firewood a lot easier.

I use a 1 1/2 hp electric motor to power a

24-in. long saw blade. It's belt-driven with a 5 1/2-in. dia. pulley on the motor and a 6-in. dia. pulley on the shaft that turns the chain.

The unit mounts on a two-wheel wooden cart, which has handles from an old garden tiller.

To use, I simply rest the log to be cut on a length of light pole laid on the ground. Then I slide the saw underneath the log and tip the cart back, sawing up through the log as I go.

This saw can also be used by two men to cut down through a log, thanks to an A-frame and push bar I mounted on front. In this application, one man tips the cart up so the saw is above the log while the other uses the push bar to push the blade down through. ***(William Rinn, Rt. 2, Bad Axe, Mich. 48413; ph 517 658-8468).***

I depend on the handy 3-wheel yard vehicle shown in the attached photo. It's the second

one I've built over the last eight years and I'm amazed at how much hauling capacity they have in low gear. I've used them to haul as many as four engine blocks at one time.

On the model pictured, I used the front fork of a Honda 750 motorcycle. It provides front wheel brakes, a speedometer and kill switch.

It's powered by a 10 hp rebuilt Wisconsin engine, which gives it a top speed of about 25 mph. The engine mounts backwards in an A-frame built of 2-in. angle iron running from the fork to the rear axle. I used the rear end out of an old Ford Pinto car installed upside down to reverse direction of travel. I used a 3-speed Dodge pickup transmission and 13-in. tires off a Ford Pinto car.

The box consists of a half sheet of 3/4-in. plywood fitted with 1 by 12-in. sides.

I can tow these vehicles behind a pickup or tractor with a hitch I mounted on the front wheel hub. ***(Clifford Netsch, R.R. 1, Box 123, Bingham Lake, Minn. 56118; ph 507 678-2252).***

My portable generator works better for jump-starting equipment than using a pickup or lugging an extension cord and battery charger around.

A heavy-duty dolly cart carries a 10 hp Kohler gas engine that drives a 200 amp surplus aircraft generator. I attached welding cables to the generator and fitted the ends with alligator clips.

We use the device year-around to start pickups, tractors, skid loaders, etc. Works

great and the only expense was $120 for the generator. ***(Glenn Cunningham, 2433 State Route 140, Wheelersburg, Ohio 45694; ph 614 776-7549).***

FARM SHOW readers who use Degelman blades on front of their tractors might be interested in my bale-hauling idea.

Rather than take the whole Degelman

blade and frame off when we're not using it, I decided to leave the mounting bracket on our Farmall 1466 all the time. The bracket reminded me of a 3-pt. hitch so I took two 10-in. lengths of 3/4-in. thick, 3 1/4-in. wide strap iron we had and bolted them to the frame through existing slots near the bottom of the hydraulic cylinder arms. They serve as two members of a 3 pt. hitch for our commercial bale carrier, which we secure at top with a chain that serves as a third member.

Using a front-mounted Graves Mfg. bale carrier, which is the same kind we use on the rear of the tractor, we can carry two 5 by 6-ft., 1,500-lb. bales out of the field. This setup carries the bale closer to the tractor than many front-mounted carriers so, in comparison, there's less wear and tear on the front axle and tires. ***(Harvey R. Toews, 679 Eisenhower Rd., McPherson, Kan. 67460; ph 316 585-6926).***

Here's a plastic mulch-laying machine I built to put plastic over prepared vegetable beds

before planting. It works better and cost a lot less to build than commercial models, some of which cost up to $3,000.

I used a 3-pt. off an old disk and tubing and pipe to build the 5-ft. by 5-ft. frame. The plastic-holding wheels are two 20-in. dia. tires off an old yard cart, while the 18-in. dia. disk blades, which throw dirt onto the edge of the plastic, were given to me by my neighbor. The wheels are adjustable on the pipe axle so I can use either 48 or 54-in. wide plastic. Downpressure on the disks, which mount in vertical shafts, is adjusted with the 3-pt. to throw more or less soil.

The big difference between my machine and commercial units I've seen is that mine holds the plastic 1 to 2 in. off the ground so you're not destroying your beds.

I didn't spend more than $200 on it.

(LeRoy Ream, 5846 Old Ranch Rd., Sarasota, Fla. 34241-9774; ph 941 924-9992).

Year after year, my 1981 Massey 751 pull-type combine left straw piled up in big windrows in the field. I finally came up with an inexpensive way to get chaff spread out uniformly up to 20 ft.

I installed a Massey straw chopper kit on the rear of combine and mounted the chaff spreaders upside down underneath the sieves. Spreaders mount on a frame I made out of 2 by 4-in. tubing. They drive off the return grain cross auger with an 8-in. dia. pulley and V-belt I got at my Massey dealer. I got the correct length belt through trial and error. I use a spring loaded idler sprocket installed in an existing hole in the back of the combine to maintain tension. Cost me about $20 and works like a charm. ***(Ken Albrecht, Box 136, Prelate, Sask., Canada SON 2BO; 306 673-2345).***

If you've got a Deere Gator ATV, you know how easy it is to ding the plastic hood and fenders. And those optional tube-style brush

guards don't help much because they don't cover the fenders.

We've got the answer - a solid sheet steel brush guard that protects the entire front end. It's laser cut from 12 ga. steel and weighs about 30 lbs. It installs on the front bumper with three carriage bolts so installation requires drilling three holes in the bumper. Sells for $115 plus S&H. Unpainted models available for $90. ***(Richard L. Stockwell, P.O. Box 200, Gerald, Mo. 63037; ph 573 764-2538; 4538).***

The 1946 Allis-Chalmers WC I bought in 1972 was equipped with a transmission that was geared too high for slower jobs and a hydraulic system that limited me to using only a blade. I modified both the transmission and hydraulic system so I can now use the tractor to bale hay at a crawl as well as run my homemade hydraulic wood splitter.

I installed a 4-speed New Process truck transmission between the tractor's original transmission and differential, giving me a total of 16 speeds. The second transmission's input and output shafts were cut, as were the