

Friendlier No Trespassing Signs

North Dakota landowners have a “North Dakota nice” option for posting their property. Instead of posting typical “No Trespassing” signs, they can use neon “Ask Before You Enter” signs.

The idea started small in the mid-1990’s with signs that said, “Walking Hunters Welcome” posted by landowners who didn’t want hunters driving all over their property. From there, it developed into the friendly “Ask” signs.

“It’s more of a positive sign,” says Doug Howie, assistant private lands coordinator with the North Dakota Game and Fish Department. “Many landowners say they just

want to know who’s out there and maybe tell hunters where not to go on their property.”

Landowners can request free signs on the department’s website or pick them up at district offices and various events. Some local game wardens make extra efforts to see that the signs are easily available.

The goal is to make the signs recognizable to hunters. Orders for the signs have been steady through the years, Howie says.

Contact: FARM SHOW Followup, North Dakota Game and Fish Department, 100 N. Bismarck Expressway, Bismarck, N. Dak. 58501 (ph 701 328-6300; <http://gf.nd.gov/maps/ndlsc-signs.html>).

**ASK
BEFORE
YOU ENTER**

HUNTING OR TRESPASSING
ALLOWED BY PERMISSION ONLY

ASK: _____

LOCATION: _____

PHONE NUMBER: _____

North Dakota
Landowner-Sportsman
Council

RAP
REPORT ALL POACHERS
1-800-472-2121

PRIVATE PROPERTY
**WALKING
HUNTERS
WELCOME**
Please Park Your
Vehicle and Walk
Thank You

Name _____

Date _____

North Dakota
Landowner-Sportsman
Council

RAP
REPORT ALL POACHERS
1-800-472-2121

Instead of posting typical “No Trespassing” signs, North Dakota landowners can use more friendly “Ask Before You Enter” signs.

WD 45 “Stretch Limo” Has Twin Engines

Denis Post’s WD 45 tractor attracts long stares when he takes it out in public. The tractor is 14 ft., 7 in. long and has 2 hoods to cover the twin engines underneath.

“I was looking for a challenge,” Post says. He started with a rusted WD 45 he purchased from a neighbor. It had been parked in the weeds for years. To restore and convert the tractor, Post had to recreate the structure and the mechanical parts of the tractor. The first thing he had to do was lengthen it.

“Welding the side frames was a real challenge,” he explains. “It’s really important to have frames perfectly straight, or the drive shaft will bind. It has to be perfect.”

On his first try he was reminded that the steel in channel iron warps when welded. Fortunately he had several frames on hand. The next time he clamped the two pieces together and welded one side. It warped. When he welded the other side it warped back — making it straight again.

Post built the second engine from parts he had from half a dozen old Allis Chalmers tractors. Connecting it to the engine in the WD 45 created several challenges. Post hooked up just one governor and one radiator for both of them, which required designing on the fly.

“I used pretty much what I had around the shop,” Post notes. He purchased some new rings and hired machine shop work on the drive shaft and universal joint to connect the engines.

He finished the project off with a first-class



Denis Post’s Allis Chalmers WD 45 tractor is 14 ft. 7 in. long and has two hoods to cover its twin engines. He built the second engine using parts from a half dozen old Allis Chalmers tractors.

paint job and supersized wheels from an old Gleaner combine.

“It’s drivable and usable for everything,” Post said, noting he uses it for hauling hay and other small jobs around his dairy farm.

But it’s become more of a show tractor. Less than a year after he started working on it the tractor debuted as a down-home limo, pulling a bale wagon for his daughter’s wedding party.

He took it to another local event and hopes to get a trailer so he can haul it to area parades.

“The more generic that tractors are getting today and the more technically advanced, it seems that people like their old colors. They’re almost heirlooms,” Post says. “If you see something you want to do, try it. Even if it doesn’t work out you’ve got the experience — no matter what color it is.”

Allis Chalmers is part of his family’s history. He remembers the WD his father bought in 1950. Post’s goal is to restore an Allis Chalmers tractor for each of his grandchildren (No. 12 is on the way).

“So I’ve got a really good excuse to buy a lot of old tractors,” he laughs.

Contact: FARM SHOW Followup, Denis Post, 61010 County Road 7, Zumbro Falls, Minn. 55991 (ph 507 843-5333).

Steel Bracket Simplifies Timber Fence Construction

When Jerry Ryser could no longer find the handmade fence brackets he had used for years, he and his friend, Tom Sawtell, turned the problem into a business opportunity.

Sawtell, a retired agriculture supplies salesman, told his friend, “Let’s do them ourselves, improve them, powder-coat them, and make them stronger.”

The brackets are designed to fit 3 to 6-in. round wooden posts and rails. Simply attach the bracket to the post at the desired height. Then measure the distance between your posts for the horizontal rail, cut and set it on the bracket and secure it in place.

“The attachment holes are 1 3/4 in. apart and they’re made from 16-ga. steel so you get plenty of structural support,” Sawtell says.

They powder-coat them to stand up to weather and the corrosive nature of the new ACQ-treated (Alkaline Copper Quaternary) posts.

“It’s fast, inexpensive, strong and very pleasing to the eye,” Sawtell says. “The real clincher is that your labor is cut by as much as 50 percent compared to other methods.”

To show the bracket’s strength, Sawtell has a photo of three people (about 600 lbs. total weight) sitting on a rail. The brackets retail for about \$2 apiece — a significant drop from the \$3.50 cost for the original handmade version.

The partners recently started selling their Ram Tough brackets in about 70 stores in Oregon and Washington and are ready to expand to other parts of the country. Dealer inquiries are welcome.

They can also ship directly from their Oregon business location.

Contact: FARM SHOW Followup, Ram Tough, LLC, 22560 S.W. Stafford Rd., Tualatin, Ore. 97062 (ph 866 611-5218; ramtoughbracket.com).



Handmade brackets are designed to fit 3 to 6-in. round wooden posts and rails. “The brackets are made from 16-ga. steel so you get plenty of structural support,” says Tom Sawtell.

