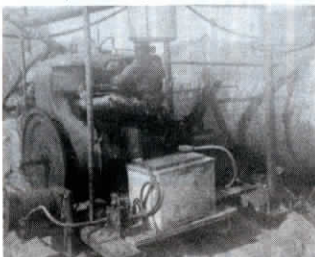


Reader Letters



I matched up a Ford Bronco starter motor to a hand-cranked Wisconsin 2-Cyl. gas engine which drives a V-4 air compressor. The engine was hard to start because it belt-drives the air compressor with no clutch between them. Now I can easily start engine and compressor together.



I first removed the crank handle from the motor flywheel and attached a torque converter ring gear (it matches the starter motor) to the flywheel with short bolts. The starter mounts on a metal bracket at the base of the motor and is driven by a 12-volt battery. I put the crank handle adapter back on the flywheel so I can still start by hand, if necessary. (H.J. Trahan, Rt. 3, Box 485, Jennings, La. 70546)

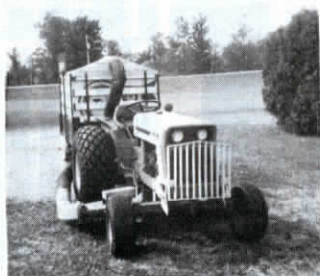
While going through a storage area, I found a pulley assembly for a John Deere M.T. tractor. The pulley surface needs some work but, other than that, it looks to be in good shape. I'd like to give it away to someone who's restoring an old M.T. The only charge would be for shipping. (Roger Meihak, 10150 223rd St. No., Forest Lake, Minn. 55025 ph 612 433-2600)

After reading about the farmer who built his own overhead farm shop hoist in the last issue of FARM SHOW, I'd like to offer the following advice and precautions for anyone who has built or plans to build their own overhead crane. They should be advised that they're assuming risk for total legal liability for any personal injuries or deaths to others resulting from unsafe operation or failure of crane due to design deficiencies or overloading. A complete mathematical evaluation must be conducted to determine that the component members are of adequate size. The strength of all load carrying connections must also be checked. Every crane should be marked in large, easily visible numbers with the maximum rated load capacity and it should never be exceeded. You should always avoid standing under or extending arms or legs into the danger zone below the lifted load.

There are industry safety standards that apply to hoist equipment which anyone can purchase from a number of hoist manufacturers or their distributors. Check the Thomas Register at your nearest library for listed manufacturers and their addresses and phone numbers. (Kelth M. Taraba, 811 N.E. Barry Rd., Kansas, City, Mo. 64155)

I am a former IHC dealer (30 years) and now enjoy restoring "old iron" as a hobby. We have a fairly large lawn so several years ago I built a double caster wheel trailer and a lawn vacuum for our model 154 Cub Lo Boy tractor. I like the double caster wheels because the trailer follows the tractor better and it's much easier to back when unloading to dump on the compost pile. It hitches to the tractor drawbar with two small ball hitches rather than a single wagon tongue. The trailer is 4 ft. wide and 6 ft. long. The frame is made from angle iron and the sides from wood slats and sheet metal.

I built my own vacuum which mounts on the drawbar and is powered by a 4-hp.



Kohler gas engine. The blower works like a hammermill and consists of a shaft fitted with 4 metal blades that are about 4 in. wide at the shaft and taper out to about 12 in. wide. The engine direct-drives the blower shaft. I attached a boot to the mower deck that connects up to 8-in. dia. flexible tubing. Grass and leaves are pulled up through the blower blades and then blown up into the wagon.

The vacuum and wagon are built much heavier than commercial units. I can attach or detach the complete unit in about 15 min. Works so well I even vacuum up leaves for neighbors sometimes. (Ray Roberts, 6405 U.S. 50 West, Hillsboro, Ohio 45133 ph 513 393-3581)



Hopper bottom cones have been on the market for the past few years in Canada and are now being manufactured in Hope, N.Dak. They're designed to retrofit any diameter new or used grain bin. The hopper is a welded steel unit that comes with an optional self-supporting base unit and various different aeration set-ups. These hoppers adapt to any size bin, have a low profile, and have a deep drop center and built-in auger boot.

Most other hoppers on the market are high-profile units with slide gates for unloading. Our hoppers are lower and thus more stable and there are no slides to mess with, making it more care-free.

The first low-profile hopper was built in a small country shop in Saskatchewan about 10 years ago for two local farmers who were tired of hoppers on the market. Not until recently have they finally started to catch on. (Dan Kosolowski, Micada Ventures, Inc., Box 57, Hope, N.Dak. 58046 ph 701 945-2701)

FARM SHOW is the best paper we get and I'd like to pass along a handy hint that works good for us. To save dirtying hands or gloves while removing the drain plug to change oil, I slip a plastic bread wrapper over a leather glove. The glove prevents you from burning your hand and helps keep the plug from dropping into the used oil. (Reg Powell, Box 656, Whitewood, Sask. S0G 5C0 Canada)

A friend of mine, Don Loth, and I decided to do our combining together and use one combine instead of two. We weren't happy with the table part of our 852 Massey Ferguson pull-type machine because it was lopsided, set too much off to the side. It had too much movement up and down on the right hand side and didn't feed dead center, which resulted in performance problems. Also, we couldn't run duals on the tractor. So we mounted a header off a self-



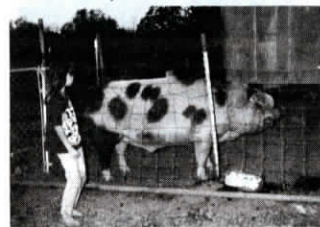
pelled combine on the Massey and extended the hitch. Now we have a combine table that floats over the land better, center feeds, and we can use duals. Performance of the combine was increased and we've got better visibility from the cab because of the extended hitch.

The modification was well worth the time, money and effort. It's not a Deere or a Case/IH, but we have had little trouble with it. (Mel J. Pederson, Box 10, Prelate, Sask. S0N 2B0 Canada)

I got tired of climbing in and out of my pickup several times each time I hooked up a wagon. I knew there had to be a better way so I mounted a convex mirror on the front side of the wagon. Now I never have to get out of

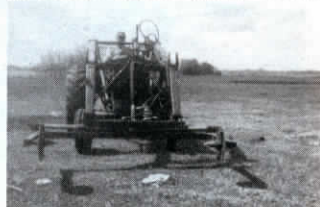


the pickup more than once. It's an 8-in. convex mirror. I made a line across the center of the mirror, using a narrow strip of red reflective tape. To adjust the mirror, back the pickup to the trailer until it's perfectly in line to put the hitch pin in. Then unhook the trailer, leaving the trailer hitch on the ground. Sitting in the pickup looking back into the mirror, have someone adjust the mirror until the center line on the mirror just makes contact with the end of the drawbar on the pickup. After a few practice hookups you get the hang of it. K & M Mfg. is selling the mirror with mounting bracket for \$19.95. (Harold Fratke, K & M Mfg., Renville, Minn. 56284 ph 800 328-1752 or 612 329-3301)



My daughter Jean may have the world's largest barrow. "Buttercup" is a black and white Spotted Poland and weighs close to 1,100 lbs. Jean won Buttercup at a greased pig contest during our town's Centennial celebration almost four years ago. He had just been weaned. Now he's Jean's pet. He's at least 40 in. tall. We keep him in a pen inside our pole barn. He's so mild-mannered that my wife and I can get right inside the pen with him. However, his weight was a problem during last summer's hot weather because he had a lot of trouble getting up. We almost lost him. We feed him protein pellets and shelled and cracked corn. A lot of people want to buy Buttercup, but we'll never sell him. A hog keeps growing until it dies. How long does a hog live? I'll let you know. (Larry Boley, Revere, Mo. 63465 ph 816 948-2631).

My home-built round bale unroller mounts on a front-end loader or 3-pt. hitch and unrolls, stacks, and loads round bales. It's equipped with a pair of 24-in. hydraulic cylinders and a pair of 16-in. dia. discs that rotate on spindles so the bale is free to roll. Unlike other bale loaders which have hinged arms, the hydraulic cylinders slide the



arms in and out, making it easy to grip the bale from either the sides or ends. They're strong enough to jerk a frozen bale out of the ground. The unrolling discs can be removed when you're just stacking or loading bales. The frame is built from 3 by 4-in. steel tubing, 1/4-in. thick. The unroller can be 3-pt. or pickup-mounted. (Peter Korobko, Box 249, Toffield, Alberta, Canada T0B 4J0 ph 403 662-2142)



Your readers may be interested in my "limited access" round bale feeder. It's 16-ft. long and equipped with hinged hog panels that rest on top of the bale while cattle feed. When you want cattle to stop eating hay, you simply swing the panels down and secure them, forcing the cattle to go to a silage or concentrate feed bunk. Sells for \$1,650. I also built a 14-ft. long feeder that works nicely when placed within a 14-ft. wide freestall alley. I built a freestall barn and placed this feeder right in the middle of the barn. Sells for \$1,300. I've also designed a "one-slope" feeder that can be used with open-front "Virginia-style" heifer barns, along fence-lines, or any other place where feeding and animal circulation space is limited. Sells for \$750. All of my feeders have built-in floors and can be supplied with roofs. They're all built with a two-fence system to reduce hay waste. (Jonas Stoltzfus, RD 1, Box 196, Loysville, Penn. 17047 ph 717 536-3618).

We came up with a way to thaw out culverts that freeze up over winter. In the fall, just slip a pipe through the length of the culvert, leaving one end higher than the other. If the culvert freezes up, just run hot water through the pipe until it melts enough ice to let water flow through culvert again. (Art Schultz, Box 270, Rock Creek, Minn. 55067)



I thought you might be interested in my "recycled" hay shed. I don't have beef cattle anymore, so the 9-ft. overhang on the building makes a good place for my Wood Miser sawmill. It's hinged to the edge of the roof so I can lower it down for a sidewall when not in use and raise it up to work under. Makes a good place to work in bad weather. I do custom sawing over a 4-county area. The hinged roof is held up by cable that runs up to a lightpole standing next to the shed. (John Hoppe, Rt. 2, Box 191C, Micholson, Penn. 18446)