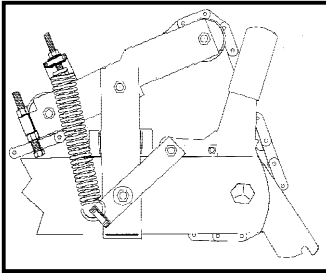
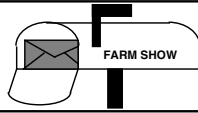


Reader Letters



Thanks for the story on our drive chain disconnect for Deere planters. Unfortunately the drawing for it was shown upside down. (**Robert Rottinghaus, Clever-Tech, Inc., 4121 South Canfield Road, Jesup, Iowa 50648 ph 319 827-1311; fax 2425**)

I modified an antique rope-making machine so I can make rope out of round bale strings. I demonstrate it at agricultural fairs and



thresher shows. Kids crowd around to see and really get a kick out of it. They wait for their turn to help make their own skip ropes.

The machine, which I bought at an auction about 10 years ago, consists of a pair of plywood boards that I clamp onto sawhorses. Each board is equipped with three steel hooks set in a triangle formation. One board has a crank on the back side. The other board remains stationary. I put twine strings onto each hook and turn the crank until the ropes are fairly tight and the "anchor" sawhorse starts to raise slightly off the ground. It takes only 3 to 4 minutes to make a 15 to 20-ft. long skip rope. To make thicker ropes I use more twine. To create a multi-colored rope I use two or three different colors of twine.

I never get tired of watching kids make their own ropes. The best thing is, the ropes cost nothing. (**Martin Hendriks, RR 7, Lucknow, Ontario, Canada N0G 2H0 ph 519 529-7557**).

We've come up with a fast way to hand pick sweet corn - we walk backward and pull a Rubbermaid laundry basket along the ground. The basket ties to a strap that goes



around your waist. To keep the top of the basket rigid a steel reinforcing ring is mounted under the lip, and cable ties are used to fasten the ring to the top of the basket. A small metal plate is welded onto the ring at one end of the basket and one end of a length of nylon strap is attached to it. The other end snap-buckles to a seat belt that goes around your waist.

Each person picks the ears from two rows at a time. The basket has a solid bottom and will hold up to 3 1/2 dozen ears. More than 2,000 dozen ears of corn can be picked before the bottom of the basket will wear out. The baskets sell for \$3 or \$4. (**Jay Strom, Strom's Sweet Corn, RR 7, Guelph, Ontario, Canada N1H 6J4 ph 519 822-1070 or 519 826-3258**)

I made a 3-pt. dump box for the back of my Massey Ferguson 235 tractor that'll fit any 3-pt. Cat. 1 tractor. It started out as a 2-pronged forklift. I designed the box to mount on the forks. The box has a steel frame and



wood sides and mounts on a steel shaft which allows it to pivot. I trip the box by operating a lever from the tractor seat. After I dump a load I start moving forward and drop the 3-pt. until the box locks in place. The box is about the same height as a pickup bed when it's all the way up and can be lowered to within 3 in. off the ground. I can move heavy objects from a truck onto the box, then let it down to the ground or visa versa.

When I want to use the forklift I simply remove cotter pins from the pivot shaft and remove the box. (**Donald E. Feilbach, Rt. 1, Box 10, Piasa, Ill. 62079 ph 618 729-4491**)

My dad made a low-cost cattle feeding trough from an old 50-ft. long Kewanee elevator. He removed the conveyor chain and mounted four large used semi tractor tires under the elevator - two at each end - in order to keep it at the proper height. Then he drove a pair of T fence posts into the ground at each end and wired them to the elevator in order to keep it stable. At one time we also used it to feed sows in our hog farrow-to-finish operation. The elevator is made from heavy-duty galvanized steel and is virtually indestructible. It'll definitely outlast most commercial feed troughs. (**D. Cooper, Rt. 4, Box 193, Chillicothe, Mo. 64601**)

I made my own version of a Ford model T "canopy express" pickup by mounting a 6 hp one-cylinder gas engine with twin flywheels on the chassis of an old 1950 Ford pickup. It's an interesting way to make use of an old "one banger" engine.

I stripped the pickup frame down to the chassis and moved the steering sector back 19 in. in order to make room for the engine. I welded a pair of 4-in. channel irons onto the frame and bolted the engine to them. A right angle gearbox under the engine is fitted with an 8-in. pulley. I replaced the right flywheel on the engine with a 10-in. pulley. I replaced the pickup's original 3-speed transmission with a 4-speed transmission off a



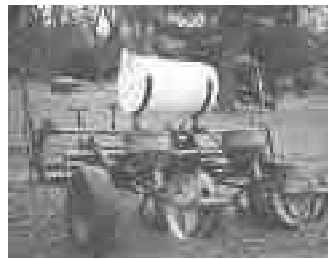
1946 Ford panel truck and used a short driveshaft to connect the gearbox to the transmission. The engine belt-drives the gearbox which drives the transmission. An idler pulley bolted to the base acts as a clutch.

The engine originally ran on a magneto but has since been adapted to run on a coil, Chevrolet points, and a 12-volt battery. It also has a Model A Ford updraft carburetor and a hand throttle. I removed the original gas tank from under the engine and mounted a 3-gal. tank on the right side of the body.

To make the body I used 1 by 2 steel tubing for posts and supports and bolted a 12-in. piece of step tread lumber onto it. I didn't install a windshield because I wanted to reduce wind resistance while towing or hauling the rig. I also installed a wooden front fender. The rear fender was made by a trailer supply company.

I call it SHALDA (named after my grandchildren SHane, ALlen, and DAwn). I've entered it in many shows and parades and have won a number of awards. (**Harley H. Sutton, 306 Mtn. Brook, Cumming, Ga. 30130 ph 770 889-3185**).

Here's an idea for small or part-time farmers who need a planter but don't want to invest a lot of money in it. We wanted to buy a 2-row planter to use for planting sweet corn but found we couldn't justify the expense of a new unit. We solved the problem by buying an old Deere 494 plate-type corn planter and cutting it down. We cut off the two side



units and shortened the markers and chains, then welded them back on. A 30-gal. plastic drum for liquid fertilizer was mounted on a stand. The fertilizer is gravity fed to each row. It took only about one day to rework the planter. One advantage of cutting down a larger planter is that we have spare parts available if we ever need them. (**Jesse Landis, 620 A Lower Rd., Souderton, Penn. 18964 ph 215 721-7985**)

I made a quick tach "implement mover" for my Bobcat skid steer loader so that I can easily move machinery in and out of my machine shed. I use it a lot because the shed doubles as a hay barn. It allows one person to empty the shed in only a few minutes.

It consists of a 4-ft. wide, 2-ft. high, 3/16-in. thick steel plate with quick tach brackets welded to one side and an old tractor drawbar welded to the other side. I welded a "stop" on a long bolt and placed it upside down in the drawbar hole. To hook up the implement I simply raise the drawbar up to the implement hitch and go - I don't have to



get out of the cab. A cotter pin through the head of the bolt keeps the bolt in place. If I have to move the implement a long ways and am afraid that the bolt might bounce out I can replace it with a conventional hitch pin. I keep a supply of extra hitch pins on a steel bracket that I welded onto the plate. One end of the drawbar is bolted to a length of angle iron that I welded to the bottom of the plate. The drawbar is reinforced by four other lengths of angle iron welded to the drawbar and plate.

I use it to move rakes, mowers, wagons, etc. It saves time and works fast. Another advantage is that whenever I turn the skid steer loader the implement reacts immediately. I used mostly scrap steel to build it and spent about \$50. I built a similar attachment equipped with a pair of forks instead of a drawbar. I use it to move pallets loaded with anything that doesn't have wheels, i.e. 3-pt. sprayers and mowers, parts, etc. (**Wiebe Vander Wyk, 4100 Chaplin Road, RR 2, Agassiz, B.C., Canada V0M 1A0 ph 604 796-2959**)

This 4-WD, articulated off-road vehicle was built by Jack Bullock of Swan River, Manitoba, more than 25 years ago, mainly from salvaged material. It's powered by a 50 hp Volkswagen air-cooled engine and has a



car transmission as well as a high-low reduction gearbox off a Massey Harris 26 combine. It has eight forward speeds and four reverse and can go from 1/2 to 20 mph. It's built with two identical Plymouth rear end axle assemblies and is fitted with four 11.9 by 24 grip tires salvaged from old Cockshutt combines.

Steering is provided by a hydraulic pump that controls a hydraulic cylinder connecting the two frame sections. We use it mainly as a bush and trail vehicle. It can ford rivers and climb steep hills and walk right over fallen trees with little damage to the environment. We recently fitted it with a Datsun cab. (**Ed Dobbyn, Box 25, Kenville, Manitoba, Canada R0L 0Z0 ph 204 734-4395**)

We've had tremendous response to your story on our add-on chopper kit for Axial Flow combines (Vol. 20, No. 3). The kit consists of a chopper bar fitted with regular sickle sections. The sections wear well and stay sharp longer than the replacement cutter blades from Case-IH. They cost about the same. We now offer coarser sickle sections that are even more aggressive and cut the straw finer so that it will spread better. The sections are easy to install and will fit