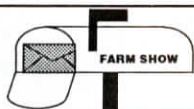


# Reader Letters



a pickup box. You can tie the loose end of the wire to a bale hook, and walk to pull it out. I can unroll as much as 20 rods myself that way but my grandson can pull out 80 rods at a time. Works great for fencing through woods or over hills where a tractor cannot go. I'm currently replacing wire that we put up 47 years ago after the war, when the quality of wire was not so good. (John W. Swenson, 1400 Halo Dr., River Falls, Wis. 54022 ph 715 425-2685)

I would like to compliment you on your last issue of FARM SHOW. We found it very informative and appreciated the excellent coverage DAWN Equipment received. We did notice two price listings that we would like to clarify. On page 29, you mentioned both the DAWN Floating Row Unit and the DAWN SuperLinks™ listed for \$329. The Floating Row Unit by itself lists for \$349. The SuperLinks list for \$149. (Jill D. Carey, Marketing/Sales, DAWN Equipment Co., P.O. Box 497, Sycamore, Ill. 60178 ph 815 899-3296)

If you're interested in Hart Parr, Oliver, Cletrac, Nichols & Shepard, Ann Arbor, or any of the many other companies that fall under the shadow of the Oliver Shield, the "International Hart Parr/Oliver Collectors Association" may be for you. It's made up of farmers, businessmen, mechanics, and anyone else interested in the above mentioned makes of tractors. As a member you will receive a quarterly magazine that's packed with information invaluable to collectors or anyone who's just curious about these old machines. Our association was founded in December, 1989, and now has over 1,500 members from all parts of the U.S., Canada, and numerous countries around the world. Two well-organized club functions are held each year - a winter meeting in St. Louis, Mo., and a summer show that moves to a different location each year.

For more information and an application form, contact: FARM SHOW Followup, Hart Parr/Oliver Collectors Association, P.O. Box 685, Charles City, Iowa 50616. (Lands Zimmerman, 1450 Diamond Station Rd., Ephrata, Penn. 17522)



I'm sending photos of my 12-volt electric-powered squeeze chute that was first featured in FARM SHOW in 1991. I have improved the design considerably since that time. It features a quick, responsive head gate and side squeeze that operate independently of each other. I have also replaced the ratchet latch and its related problems with a unique, simple friction brake. The back entrance gate pivots from the bottom and can be safely operated by a child or older person. There are no flying levers and all controls are at a convenient level and can be operated with one finger.

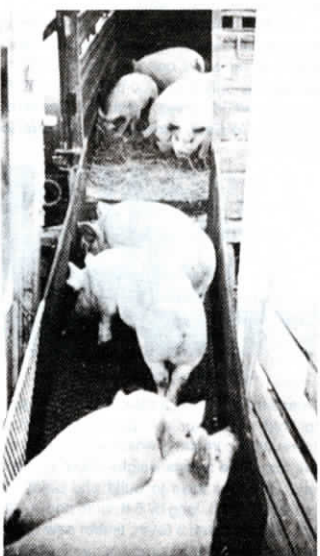
This 12-volt unit is fully patented and I would be interested in talking to a manufacturer about producing it. (Keith Lamb, Box 340, Gruver, Tex. 79040 ph 806 733-2893)



Here's a photo of a little tractor I built way back in 1947. I used a Briggs & Stratton 9 hp. engine, a 1934 Chevy rear end, and a 1939 Chevy truck transmission. The steering gear came out of a Model A Ford. The front stem is actually a Massey Harris combine sickle drive. The tractor has a pto so I used it to elevate corn and hay on my farm for many years. Nowadays it's mostly just used to grade my driveway. (Robert L. Adams, 2421 E. Garman Rd., Shelbyville, Ind. 46176)



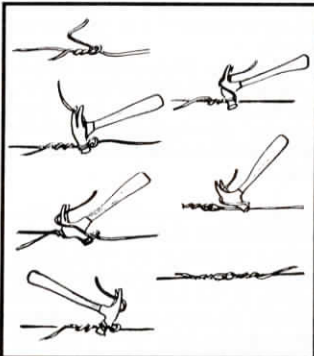
I made these quick-tach runners over 15 years ago to turn wagons into sleighs and they're still going strong. I make them out of discarded grader blades so they're well-built and rugged. They're easy to make with a torch. I've got them on 16-in. tires but they could be altered to fit any size. The tire rests on top of the runner and the 8-in. wide side bar runs along one side of the wheel and is held in place with two bolts to the side of the rim. The front and back 12 in. of each runner are bent up. After you've got them installed, just pull them about 200 ft. on gravel to shine them up a little and they'll glide along with the heaviest of loads after that. I farm with draft horses and use them to pull wagons equipped with these runners through snow. I bent back the front 3 in. of each front runner so horses won't hit them with their heels. The photos I'm sending were originally in Draft Horse Journal. (Lester Ellerbusch, Rt. 1, Holstein, Iowa 51025)



Pigs balk when they aren't used to the flooring they're supposed to walk on, which makes it difficult to move them up a conventional loading chute. To solve the problem, we built a portable loading chute out of old plastic-coated flooring removed from a farrowing crate. We took a 6 1/2-ft. long, 5-ft. wide floor

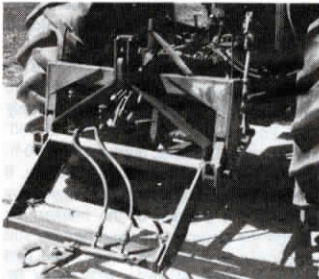
section to a local machinist who bent it so that each side is about 23 in. high, leaving a 20-in. wide chute that matches the width of the door on our hog trailer.

The flooring is heavy enough that it doesn't need any other support. Bending the sides also adds strength. We found some small steel wheels in a salvage pile and mounted them under the chute to raise it to a height that matches our trailer. The wheels make it easy to move the chute. The flooring and steel wheels don't deteriorate from exposure to weather like the plywood chutes we used in the past. (Roy Winkler, Rt. 1, Box 99B, Corning, Kan. 66417 ph 913 336-3467)



If you don't have a fence stretcher handy, you can pull wire tight using an ordinary hammer for extra leverage when tightening or splicing fence. If the wire has been broken, you'll need to add an extra piece of wire to make a splice. Smooth wire works better than barbed wire. To start the splice, make a loop in one end of the broken wire and run the other piece through this loop. Place your hammer against the wire and anchor the loose end between the hammer claws. Then roll the wire around your hammer, making as many twists as necessary to get the wire really tight.

Once it's tight, untwist the hammer, leaving the wire still tight where it bends. Then you can go ahead and twist the remainder of the loose end around the wire, finishing your splice. (Heather Smith Thomas, Box 215, Salmon, Idaho 83467 ph 208 756-2841)



My new Trailer-Mate automatic hitch eliminates the need for expensive adapters on wagon tongues like you need with other auto hitches. My hitch is equipped with hydraulically-operated jaws that are opened and closed by a 1 by 4-in. cylinder. The hitch pin is left in the wagon tongue at all times. The hitch is lowered to the ground and the operator backs up until the stationary jaw contacts the hitch pin. Then the moveable jaw is hydraulically closed around the pin.

One Trailer-Mate is all you need whether you have one wagon or a hundred. You never have to get off the tractor. The hitch lowers all the way to the ground so there's no need to block the wagon tongue up. Sells for \$470 and mounts on any 3-pt. or quick-hitch. (Adam Anderson, Enviro-Systems, Box 184, Eagle Grove, Iowa 50533 ph 515 448-3122 or toll-free 1 800 955-2263)

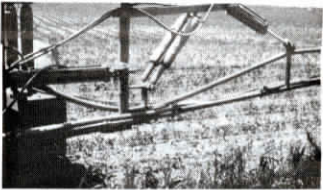
I am the Midwest distributor for Tri-F Black Gold wood, metal and concrete sealer. This product has been used for over 30 years in

the oilfields and on bridges in Oklahoma and Texas and is now available for general use. The number of uses are mind boggling. Metal sealed with Tri-F 30 years ago has not rusted through yet and wooden structures painted and sealed in 1975 have not peeled yet. Concrete sealed with Tri-F and painted will not peel. You can also seal re-rod in concrete to keep it from rusting and then cracking the concrete. It's harmless to humans and animals when dry and is safe to use inside tanks used for drinking water. It resists salt and other corrosive acids. I think many FARM SHOW readers would benefit from this product and I'd be happy to send information to anyone who requests it. (Ed E. Stephenson, P.O. Box 519, Eldon, Iowa 52554 ph 515 652-3200)



We mounted a crop sprayer on the chassis of a Chevy Blazer to speed up crop spraying on our farm. We fitted the Blazer chassis with a GMC truck cab, raising it 10 in. off the frame to make room for large Terra tires, which we use in muddy conditions. Under dry conditions, we use regular 20 in. truck tires.

We use the sprayer for everything from pre-plant to post emergent spraying for corn and soybeans, spraying at speeds up to 12 mph thanks to our "shock-cushioned" spray boom. Six air shocks cushion the boom, with two shocks in the middle and two on each



wing. The end sections of each boom wing are fitted with nitrogen-charged cylinders (from the rear door on a Dodge Caravan) that allow the boom ends to fold back if struck and then straighten out again automatically.

Electric solenoids, housed in a metal box just ahead of the boom, control the hydraulics which raise and lower the boom and fold up the wings. Hydraulics are controlled by switches in the cab. (L.D. & A.J. Pletcher, RR, Montrose, Ill. 62445 ph 217 924-4115)



There's nothing on the market like this removable pedestal mount I made for my 1992 Ford pickup to hold the electric brake controls for a tow-behind trailer. It's extremely handy, right at your finger tips. We also liked not having to damage the dash of our new truck to mount the controls in the usual fashion. The stand could also be used to hold a cellular phone.