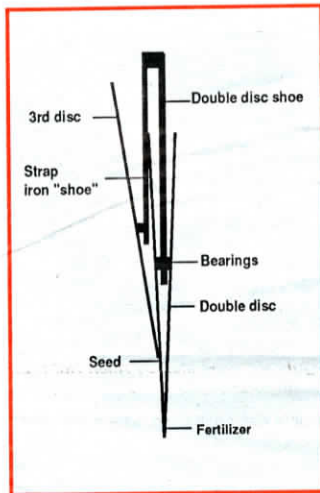


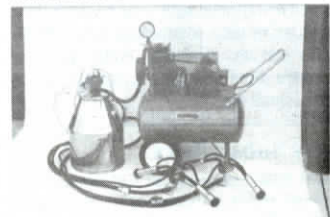
the nut cracker. Then he built a bench for it. The nut cracking mechanism itself mounts on top of the bench. The agitator spindle comes up through the top of the bench and the cracking arm attaches to the top of it. Each nut must be placed in the cracker by hand but once you get the rhythm, it goes pretty fast. (J. Clark Byram, III, Rt. 2, Box 183, Tallulah, La. 71282 ph 318 574-0718)

I've come up with a new triple disc shoe design that makes it easy to deep-band fertilizer below seed. I made it by adding a third disc to a standard double disc opener. The disc is positioned to the side and higher

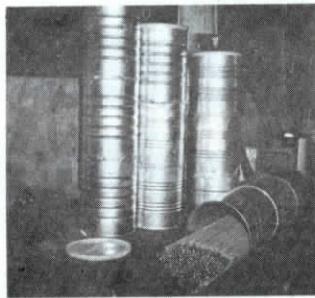


than the original two discs. In the new configuration, the original double discs place the fertilizer in a deep band and the third disc places the seed. I made one unit last year and mounted it on a Haybuster 1206 drill. I simply used a Haybuster disc for the third disc. The disc bolts to a strap iron shoe mounted off to the side of the double discs. The triple disc shoe worked just the way I thought it would with no problems. I'd like to develop the idea commercially. (Lloyd Twite, Rt. 5, Minot, N. Dak. 58701)

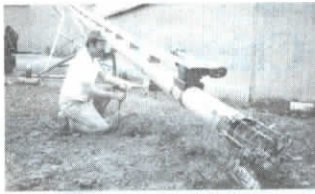
Our portable milking machine is the only U.S.-made portable unit on the market. It's powered by either a 3-hp. Briggs & Stratton gas engine or an electric motor. It's set up to milk two cows at a time with a single 30-liter (65-lb.) stainless steel bucket. The unit milks at a rate of 10 to 12 cows per hour and



is designed for small herds of 10 animals or less. It's equipped with a small vacuum pump that works the same as an in-line system. In addition to dairy cows, we've had tremendous interest from goat raisers. The electric-powered model sells for \$1,206. The gas-powered rig sells for \$1,486. (Craig Amici, Coburn Co., 834 E. Milwaukee St., Whitewater, Wis. 53190)



Some of your readers may be interested in this idea I had for keeping moisture from getting into my welding rods. I made three different sized containers from a 13-oz. coffee can and 2 1/2-lb. fruit cans. I stack the cans on top of each other and solder them together. I put the coffee can at the top so I can use the plastic lid. (Gerald C. Byron, 2222 Garland St., Carrington, La. 70433)

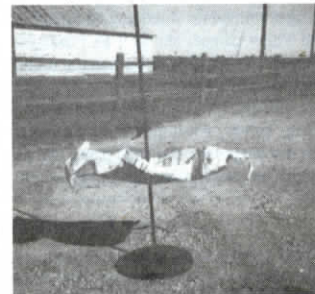


I raise and lower my large grain augers in 1 to 2 min. using a 1/2-in. 7.5 amp drill fitted with a special tool. I cut off one end of a socket wrench extension and put a 3/4-in. socket on it. It's a lot easier than using arm power and faster, too. (John Ferguson, Rt. 3, Jasper, Ontario K0G 1G0 Canada)

I built this squeeze chute myself with the help of a friend, Stan Parker, at a fraction of the cost of a new one. We patterned it after commercial chutes and used plans from the



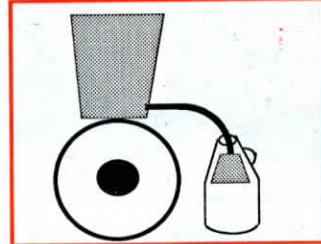
British Columbia Department of Agriculture. The most difficult part of building it was getting the headgate catch to work right so it would swing and fit snug. We put in about 200 hrs. building it and spent a total of about \$300 on parts, using mostly surplus or salvaged materials. Works great. (Bill Crane, S11 C37, Rt. 1, Naramata, B.C. V0H 1N0 Canada)



My seed sacking spear is simple but it sure beats chasing sacks around the yard. It consists simply of a 1/2-in. pipe with an old pointed punch on the top end and a metal flat plate welded to the bottom. When I empty sacks I just poke them over the top of the punch. I also burn them while they're still on the stake. (Rick Mabeus, Rt. 2, Box 62, Winfield, Iowa 52659)

I really enjoy FARM SHOW and was fascinated with the 40-horse hitch in your last issue. My question is: How would it do at a tractor pull? I believe nothing could stop a 40-horse hitch. Is someone ever going to try it? (John A. Humm, 19 Roland Road, Pequannok, N.J. 07440)

I made an electric bale kicker control for my Deere 327 baler for \$10 using an electric window motor and control out of an old junk car. I welded a 1-in. dia. pulley to the motor gear and attached a 10-in. pulley to the rod



that runs from the baler to the tractor. When I flip the switch in the cab, the small pulley turns the big pulley, activating the kicker. It was a lot cheaper than the \$400 Deere wants for their control unit.

I also came up with a good windshield idea for insecticide application with my Deere 7000 Max-Emerge planter. I pulled the band makers off the end of the insecticide hoses, slipped gallon plastic jugs with the bottoms cut out over the hoses, and then put the band makers back on. The jugs aren't in the way and they stop chemical loss on windy days. (Mark Kieler, 20038 Holland Rd., Darlington, Wis. 53530 ph 608 776-3565).

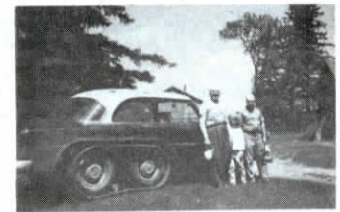
I'd like to compliment FARM SHOW for its fine, well-researched articles. It was through one of your past issues that I first came across an article about a corn header that picks corn and chops stalks at the same time with very little or no more horsepower than standard North American cornheads. I immediately phoned the manufacturer, Geringhoff, in West Germany using the phone number provided with your story. After talking to a company representative



who spoke fluent English, I accepted an invitation to visit the Geringhoff manufacturing plant in West Germany and also to visit some farmers who had been using the Geringhoff header. The company says its header is now used to harvest 70% of the corn in that country. After viewing the header in operation, I decided to purchase a 4-row head for our operation. We grow 500 to 700 acres of corn a year. We mounted the head on our 1988 Deere 6620 Titan II, and compared it with a Deere 4-row head in the same fields on the same day. I could not visibly or physically detect more horsepower requirements with the Geringhoff header even though it thoroughly chopped stalks as it picked them. The chopper-header saves trips over the field, reduces soil compaction, and eliminates the need for a chopper or tillage equipment to break up stalks. Maintenance on a separate tractor and chopper would be much more than on this header. I am now the importer of Geringhoff headers to North America. This year we had heads on New Holland, Deere, Gleaner, Case/IH, and White combines. We plan to begin selling to the U.S. this year. The header sells for \$25,650. (Joseph B. Christl Sr., Geringhoff Co., Rt. 2, Bowmanville, Ontario Canada LIC 3K3 (ph 416 436-2306)

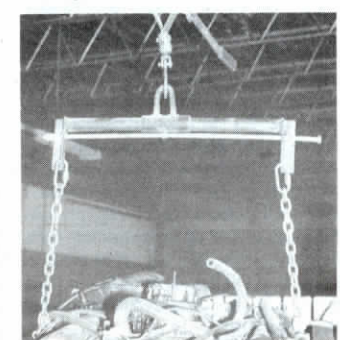


I've built many tractors, 3-wheelers, garden tractors and other equipment over the years. I'm sending along photos of two of my most unusual projects, a 1952 Ford car fitted with half tracks and a "shorty" truck also fitted with tracks. I got the idea for putting tracks on the car when the fenders around the rear wheels rusted out. I cut away the rust and installed a spring-loaded axle with idler wheels that can be adjusted to tighten the



track belt. I made the belt by cutting the sidewalls out of an airplane tire and using the tread. I put cleats on the belt to keep the track on. The car, which has long since gone to the junk pile, had the ability to go almost anywhere. We took it through swamps, mud, and even deep snow. It would go 40 mph with the tracks on. On the highway we removed the tracks but left the idler wheels in place. We got lots of second looks!

I built the "shorty" pickup using the cab from a '48 Chevy. It was unique in that the engine, a 6-cyl. Nash with a 3-speed transmission, installed in the box behind the cab. I had to reverse the linkages on the column stick shift so I could shift gears normally. It had excellent visibility and tremendous power. We fitted it with rubber half tracks so it would go anywhere. We used it to plow snow and it had so much power we could push snow as high as the top of the cab. The panel at the front of the truck could be removed to get at all the wiring and control linkages. I sold the truck several years ago. (Archie Smith, Rt. 3, Box 601, Mora, Minn. 55051 ph 612 679-2304)



Here's one of the more interesting ideas we've come across in our travels throughout the U.S. It's an adjustable hoist bar that lets a mechanic change the balance point on an engine by using an impact wrench. A threaded 3/8-in. dia. rod runs through 1/2-in. holes in the angle iron hangers. Nuts are welded to each end of the rod. When the rod turns, it moves the nut welded to the sliding lift hook. As the hook slides along the main pipe, the balance point changes and the engine tilts. (Alice & Robert Tupper, Canton, S. Dak.)