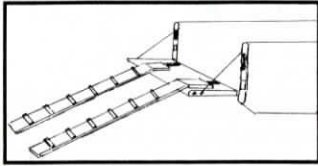
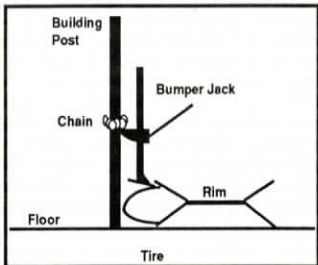


Reader Letters

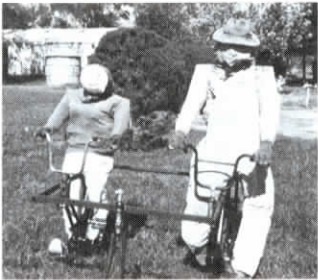


There are any number of commercial and homemade ramps - many of them unsafe - but I came up with my own design that eliminates having to drill holes or mount hardware on the pickup to keep the ramps from slipping. Key to their success are the short sections that lay flat on the tailgate and which are attached to the main 2 by 10-in. ramps by pieces of rubber belting. I made hooks out of 3-in. wide 3/8-in. thick flat iron that attach to the ends of the short sections on the tailgate. The hooks fit over the bottom edge of the tailgate.

These ramps have never slipped. They're the best pickup ramps I've ever used. (George E. Montague, NC 75, Box 134B, Kooskia, Idaho 83539)



To break tire beads, I use an old bumper jack hooked under a chain that's looped around a building column. The bottom of the jack busts the tire from the bead. (Harry E. Cooper, Rt. 1, Box 186F, Mehoopany, Penn. 18629)



After reading the story about the 3-wheeled bicycle in a recent issue of FARM SHOW (Vol. 17, No. 4), I made one of my own. It works great and is a lot of fun. At Halloween time last fall, we put some dummies on it in our driveway next to the highway that runs past our farm. Neighbors and friends going by would wave at them, thinking they were my wife and I. What a laugh!

I also make wreaths out of antique barbed wire which I sell for \$10 that might be of interest to some of your readers. (Henry Beichter, 6462 Anderson Ave., Manhattan, Kan. 66502)

In your Vol. 17, No. 6 issue, there was a letter from a reader with a baby pig born with stripes. This animal is almost certainly a throwback to wild boars.

I am president of the Western Canadian Wild Boar Association and I raise wild boars domestically. Their offspring are born striped, as the accompanying photo shows, looking a lot like the pig your reader owns. The stripes provide natural camouflage protection in the wild and disappear between 2 and 4 months, when the animals turn light brown.

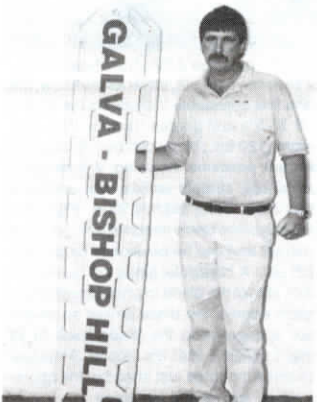


At full maturity, they end up a silverish black.

Wild Boar produce excellent meat that's low in fat and cholesterol and high in protein. Market price is nearly twice as high as for common domestic breeds. And since they're super hardy, they can be raised at little expense since there's no need for special housing or facilities. They're great at foraging out their own food, and also do well on alfalfa supplemented with small amounts of grain in cold weather. Labor required is minimal as there is no need for vaccination, tooth clipping (tusks are marketable), or tail docking. Most producers don't even castrate.

The Wild Boar Federation of Canada has 116 members throughout Canada, who belong to three separate regional organizations. (Rick McLennan, Box 11, Bracken, Sask. Canada S0N 0G0)

Members of rural ambulance crews may be interested in a plastic backboard I designed to replace wooden backboards frequently used to immobilize injured patients. Hand-



holds around the perimeter of the board make it easier to get a good grip, even with gloves on, and there's enough room in the grips to insert tie-down straps. The concave surface makes it easier to keep a patient in the center of the board, and interior slots facilitate strapping down injured youngsters. Also, the plastic "Bak-Pak" won't harbor bacteria like wood so emergency technicians don't have to worry about being infected by splinters as they do with wooden backboards.

Sells for \$149.50 in a variety of colors. We also make a disposable backboard strapping system known as "Strap-Pak" that sells for \$5.80 for a set of three (not including buckles). (Jim Doherty, Emergency Products & Research, 890 West Main St., Kent, Ohio 44240 ph 800 322-5725 or 216 673-5003)

We recently introduced a new genetically improved hardwood tree that grows to 45 ft. in 12 years. It produces wood suitable for furniture and a multiple of other uses and sells on the world market for \$1,350 to \$2,000 per 1,000 board feet.

Developed in Australia, the rapid growth of "Paulownia" trees far surpasses any other hardwood on the market today and is ideally

suited to the southeast and mid-south regions of the U.S. The tree is propagated by tissue culture in Australia and then flown to the U.S. to be sold as 2-in. seedlings. We plan to set up a laboratory near Raleigh, N.C., to meet demand for the tree, which was developed over a period of 10 years of research.

Apart from rapid growth, the tree has other advantages. It's beautiful, with a lush deep green leaf and beautiful flowers in the spring. And it has a deep, extremely absorbent root system that lets it thrive in a variety of soils. (Mike Farrell, President, Carolina Pacific, Inc., P.O. Box 4348, Cary, N.C. 27519 ph 919 851-8333; fax 919 859-3314)



I built my own service pickup for only about \$1,000 from a 1975 Ford F-150 1/2-ton pickup and a junked-out 1966 Ford 1-ton pickup. The truck is fitted with a service body salvaged from a 1967 Chevrolet pickup. The pickup is equipped with an oxygen acetylene welder powered by a gas engine and a hydraulic-powered telescoping boom and air compressor. It even has a pto shaft on back that can be used to operate a grain auger or other equipment.

I used the back half of the Ford 1-ton pickup and the front half of the Ford F-150 1/2-ton pickup and mounted springs off a 3/4-ton pickup on front of the pickup. To make room for the service body, I extended the frame of the 1-ton pickup on back. I mounted a truck hoist's hydraulic pump on the pickup's transmission to operate the hydraulic system. The welder is operated by a 6-cyl. gas engine. A hydraulic motor powers the air compressor.

A tow bar is mounted on front of the pickup, allowing it to be towed behind a tractor or truck. I used part of a cultivator frame and the cultivator's wing lift cylinder to build the lift boom which can handle about 1,500 lbs. (Tim Bruckner, HC 65, Box 6180, Malta, Mont. 59538-9602 ph 406 658-2111)



I invented the Livestock Panel Bender, which was first featured in FARM SHOW several years ago. It's a hand tool that makes it easy to put ridges in flimsy wire cattle panels so they'll "stand up" for use as gates and partitions around the farm. I recently came out with a new and improved version fitted with a longer, angled handle that reduces the amount of force you need to exert when bending the panels. The redesigned unit also puts larger ridges in the panels so they're even stiffer than they were with the original bender. Sells for \$27 plus \$7 shipping (\$12 shipping to Canada). (Vic Stratman, HCR 71, Box 54, Argyle, Mo. 65001 ph 314 422-3929)

I've gotten more than 20 years of satisfactory performance out of this home-built shop hoist. Even though I still use it all the time, the rolling hoist works just like new. It'll lift up to 10,000 lbs., and is supported by heavy-built legs on either end made out of heavy-walled pipe. It rides on four small steel wheels.

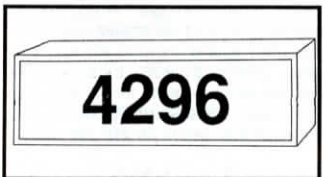


Lifting by the overhead carrier is controlled by a 3-speed Studebaker transmission that direct-drives an old Farmall F-20 steering gear. A cable spool is fitted to the steering gear. Cable runs from the spool up to the overhead lift carrier. The transmission is driven by electric motor. To control speed and direction of the lift cable, you simply change gears on the transmission.

A Plymouth 3-speed transmission mounts above the first transmission and is fitted with a steering wheel on one end and a chain sprocket on the other. A roller chain runs from the sprocket up to the overhead carrier. You turn the steering wheel to move the overhead carrier back and forth along the upper rail. The transmission is fitted with an emergency brake which was originally designed to brake the car's driveshaft. You use that transmission brake to securely hold the carrier wherever you want it. (Roger Foster, RR, Tower Hill, Ill. 62571 ph 217 567-3417)



I built a heavy-duty implement and hay trailer from an outdated Donahue combine trailer. It has double channel iron rails on each side for the frame, eight 10-ply tires with independent suspension, and loading ramps that are carried under the rear end. It's 9 ft. wide and 22 ft. long. I used 3-in. planks filled in with pipes at the back for easier loading. There's sheet metal over the wheels. (Mark Amberg, Rt. 1, Box 226, Waubun, Minn. 56589 ph 218 935-5849)



These brightly illuminated house numbers make it easy for emergency drivers - police, fire, rescue - to find your farm, as well as any visitor or delivery driver. The unit measures 16 by 6 in. and is 3 in. deep. It has an aluminum frame with house numbers in black