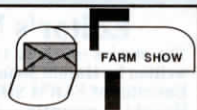


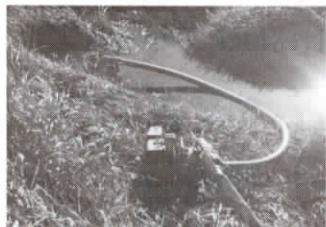
Reader Letters



It's almost impossible to rope a calf on a moving ATV, and it's dangerous, too, since the lasso can get wrapped up in the wheels so quickly. We've got an effective solution to the problem with our patent-pending "Animal Catcher." It's a 1-in. dia. aluminum tube 5-ft. long with a 3-ft. wide Y-shaped extension on one end. U-clamps attach the lasso to the handle. When you drop the loop over a calf's neck and slow the ATV down, the pressure causes the clamps to release and the calf goes down immediately. It's a simple design that really works great. We've built a working model and have a local welder ready to begin production if there's enough interest. We expect to charge about \$40 for our "Animal Catcher." (William and Bert Loehrer, R.R. 1, Box 129, Millbank, S. Dak. 57252)



We've been using a water strainer/basket of our own design to pump water out of creeks whenever we spray. We've used the system for several years and we're able to save up to 25% on chemicals because the water has a lower pH than well water. Moreover, we can get the job done at least twice since we don't have to run



back to the farm for water. Our system consists of a 14-in. dia. by 18-in high double screened basket. A 15-ft. section of 2-in. dia. suction hose runs from the basket to a 5 hp pump and a 15-ft. section of 2-in. dia. canvas hose runs from the pump to our 1,000-gal. spray tank. A safety check valve prevents back-siphoning through the system. We use a 150-gal. per minute pump so we can fill the tank in 8 minutes. We can set the system up along almost any creek bank, using different lengths of hose if we have to. It doesn't take a very big creek to supply our water needs. We'd consider building the system for others if there's interest. (Great Lakes Engineering & Fabricating, P.O. Box 427, Peru, Ill. 61354)

I've found a foolproof way to take up the play in worn clutch levers and pedals on aging tractors. I came up with the idea years

ago and have used it on a lot of 2-cyl. tractors like Allis Chalmers WD's and Farmall M's and H's. I weld a threaded Redi bolt onto the pin the clutch pivots on. I take the cup-shaped shield off a valve spring on a Chevy 350 cu. in. engine, slip it over the clutch shaft, and push the valve spring cover up against the shaft. Since the shield is tapered, it keeps the cover centered. Then I put a flat washer and double lock nut on the bolt and tighten the nut just a little. This keeps clutch pedals and levers from flopping around. Plus, bushings never seem to wear out once you've performed this procedure. (Bob Bryan, R.R. 1, Box 101-345D St., Unadilla, Neb. 68454)

A few years ago when I ran out of gas and had to walk two miles to a gas station and then carry a 5-gal. gas can back to the car, I decided there had to be an alternative to conventional fuel cans. What I came up with was a patented rolling gas can that works like a suitcase on wheels. To make the prototype I used a 5-gal. plastic gas can with briefcase wheels underneath and a telescoping handle coming out the top. The idea earned high marks at Washington State University where it's been evaluated. I'm searching for a manufacturer to purchase marketing rights and produce it but I'd also consider a one-time sale of the invention. (Paul Latouche, P.O. Box 18395, West Palm Beach, Fla. 33416)



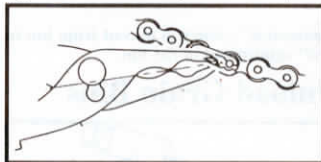
I recently brought to market a heavy-duty pull-type tile plow I've been building since 1990. It's built to take punishment. It weighs 5,700 lbs. and, at 2,200 psi hydraulic line

pressure, delivers 100,000 psi down pressure on the plow. It has 1100 by 22.5 truck tires mounted on 3-in. dia. stub shaft axles. One big advantage of my pull-type design over conventional 3 pt. hitch models, for example, is that when you're running 4-ft. deep, you've still got 2 ft. of room for crop residue clearance, meaning you can trench right into standing corn stalks without any pre-ripping. Maximum tile size is 5-in. dia. You can put 5-in. tile 5 1/2-ft. deep and can still get 5 ft. of cover. In the transport position (you can pull my plow behind a pickup with a heavy-duty hitch at highway speeds) the plow is 12-ft. long and 9-ft. wide. It sells for \$7,000. (Jim Johnson, Johnson Drainage Plows, 29272 220th Street, Clarksville, Iowa 50619).

We believe our family-run hide tanning business is unique because we do hair-on tanning for both commercial and custom use. We get skins from all over the country and have worked on everything from coyote to buffalo and everything in between. A good share of our business, however, is tanning

sheepskins. We tan 70,000 sheep skins annually for the wholesale trade. Of the 5,000 pelts we process for private parties every year, most are sheep skins. Turn-around on a sheep skin is about 14 weeks. Cost is \$32 if the wool is long and has to be dry cleaned; \$25 if it's shorter and cleaner. (Jeff Stern, Stern Tanning Co. Inc., P.O. Box 55, 334 Broadway, Sheboygan Falls, Wis. 53085.)

Thanks for your article in the last issue (Vol. 19, No. 2) about my new roller chain repair tool. The drawing you used showed the tool being used to pull the ends of the chain together for reassembly. I wanted to point



out to your readers that what really makes this tool unique is that it makes it extremely easy to remove and then reinstall the spring clip on a master link thanks to small recesses on the ends of the tool. These recesses can also be used to remove and remount the "keeper". Sells for \$19.95 plus \$3.00 shipping and handling. (John King, King's Tool Co., 114 So. Osborn, Mayfield, Kan. 67103 ph 800 205-8965 or 316 434-5471)

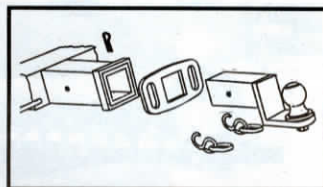
Here's a harvest light idea that works well for me. I mounted a motion sensor light - the kind you can pick up cheap at a discount store - on a length of 1-in. sq. metal tubing. Then I welded a disc blade to the bottom of the tube and wired an extension cord to the light. I set the light up at the grain auger. When a grain truck pulls in at night, the light goes on. When it pulls out, the light goes off in a few minutes. Works great and is simple and cheap. (Cameron Norberg, P.O. Box 58, Mazendo, Sask. S0H 2Y0 Canada)

A few months ago I wrote you about my Bryan outside wood-burning furnace and how I felt the company wasn't standing behind promises made at the time of purchase. After you published my "worst buy" report, I received calls from two different Bryan Furnace representatives who both wanted to help. I'd like to thank them for their help and for the seal they provided for my furnace door. I'm happy with the furnace now. But most of all, I want to thank FARM SHOW's staff for your wonderful publication. I read it cover-to-cover. (Alberta J. Savage, 7948 N. 35 Ave. E., Kellogg, Iowa 50135)



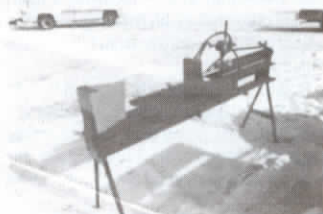
We used parts from International 1700 trucks to build this pair of 350-bu. grain wagons. To make the front axles, we cut off the spindles at the king pins, then welded them to 4 by 6-in. sq. tubing. We made the steering components in our farm shop. The wagons have telescoping tongues for easier hitching. They extend out about 18 in. to hook up and then retract. Coupling poles between the two wagons are made from 4-in. oil well drill stem. Rear wheels do not steer. (Bruce & Roger Elliott, Elliott Farm Shop, Rt. 1, Box 15, Montrose, Ill. 62445 ph 217 924-4350)

Safety chains are required by law in 38 states (at least counting) but many trailer



hitches do not have a place to connect the chains. I have a new product called "Hitch-Up" that fits most removable hitches. It consists of a metal plate that installs between the receiver hitch socket and the hitch shank. There's a large hole in the middle for the hitch shank and two smaller holes on either side for hooks. It's a cheap and easy way to comply with the law. (Wilburn Smith, President, WEMS, Inc., P.O. Box 335, Horatio, Ark. 71842 ph 501 832-6086)

Thanks for showing my "Recycle Tractor" in FARM SHOW (Vol. 19, No. 1). I thought your readers might also be interested in the new line of log splitters we're building for skid steer loaders. They're unique in that



they're designed to mount direct to the bucket and use the hydraulics of the loader to operate thus eliminating lots of parts such as hydraulic pumps, gas engines, wheels, etc. By simply clamping onto the bucket and plugging into the hydraulics, you have a go-anywhere log splitter. It can also be mounted on tractor loader buckets. It sells for \$795 (U.S.). Optional equipment includes support legs, which some people like because they enable the splitter to stand on its own while they throw split wood into the loader bucket. When the bucket's full, they disconnect hydraulic hoses and go dump the wood. We also have a cross splitter head that produces four split chunks with each stroke. (Ralph H. Jorgensen, Machinery Research Ltd., Box 7, Site 9, Rt. 6, Calgary, Alta. T2M 4L5 ph 403 226-0429)



Our new Fastow folding tow bar for ATV's extends out 4 1/2 ft. for towing yet folds up to just 40 in. wide by 5 in. deep and weighs just 26 lbs. It mounts with a pair of U-bolts. When extended, the sides automatically lock in place. (Jack Horan, Fastow, Inc., P.O. Box 83, Waterville, Minn. 56096 ph 800 944-2354 or 507 362-4582)

We've had responses from all over North America from FARM SHOW readers interested in our Senepol cattle. Many new pro-