

“Prayer Boards” Unique Way To Salute Ancestors

“We think it might be the start of a new American folk tradition in cemeteries,” says Thomas Chunn, Columbia, Tenn., who copied a European idea and adapted it for use in a local cemetery.

Chunn is a member of the Old Cemeteries Society of Maury County, Tenn. He says there are more than 600 cemeteries located on family farms in the county and the group helps maintain and catalog those plots.

He got the idea for his “Prayer Board” after reading an article about Bavarian “dead boards” in Europe. The idea is to commemorate a dead relative whose gravesite is unknown. Chunn’s prayer board was made for a relative of his who was a Revolutionary War soldier and died about 1840. No one knows where he was buried.

The board is made of 1 1/2-in. thick cedar and is 36 in. long and 9 in. wide. It’s painted white, as is the treated pine post that it’s mounted on. He had the sign professionally lettered and put a small cross at the top.

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Klutzke’s 1941 Allis-Chalmers R.C. tractor is equipped with a cab manufactured in the late 1940’s.

1941 Allis With Cab Tops Farmer’s Collection

A 1941 Allis-Chalmers tractor fitted with a 1940s era cab has been a hot ticket at recent antique tractor shows throughout the Midwest and Canada.

Marion Klutzke is a retired West Lafayette, Ind., farmer who has a collection of 30 restored and operative Allis-Chalmers tractors, vintages from 1934-’81.

The tractor in Klutzke’s collection that gets the most attention is his 1941 A-C.R.C. because it boasts a pristine tractor cab manufactured in the late 1940s. Plus, there are a few other goodies.

“I’ve only talked to one fella, at a farm show in Canada, who said he’d ever seen this kind of old cab,” Klutzke says of his R.C. “He grew up in Michigan and recalled a neighbor who’d lost his drivers license driving around in a tractor with a cab just like it. Otherwise, everybody looks at it and says, ‘I never knew they made a cab back then.’ I was astonished, too.”

Klutzke saw the cab advertised in an antique power magazine a few years ago. Made by the Gove Company, Battle Creek, Mich., in the late ’40s, the cab package cost \$175. So Klutzke bought it for the R.C. he was restoring.

“It has curtains and a windshield in front,” he says. “The curtains had never been out of the box and the windshield was still wrapped in the original cardboard box.”

The cab’s frame, which bolts to the tractor’s fenders, is made out of 1-in. diameter steel tubing. The roof is aluminum, slanting 3 or 4 in. backward from its highest point 8 1/2 ft. to 9 ft. from ground level in front. The rest of the cab consists of canvas curtains, with front, side and rear flexible plastic windows sewn into them. The curtains snap onto the cab’s frame and can be rolled up and snapped at the top of the cab when not in use.

Along with the show-stopping cab, the



Photo courtesy The Country Today

1/4-Mile Long 20-Ft. Tall Wood Pile

Drivers traveling U.S. Hwy. 8 near Tony, Wis., saw an unusual sight last winter - a 1/4-mile long, 20-ft. high wood pile. Marlus Heath, along with his father Tom, laid the logs there after a forest of black ash trees died out in a swamp about a quarter mile from the highway. They cut the trees down last February. “Once the ground froze, we had to cut the trees fast and get them out of the swamp before it thawed. We even had to haul gravel to one spot in the swamp that never froze. We laid the logs along a driveway near railroad tracks that parallel the highway. We used hydraulic clams to load the 100-in. long logs onto tandem axle semi trucks and pup trailers. We did all the work in about 10 days,” says Heath.

“Many people stopped and took photos of family members in front of the wood pile. Some said that it had been a long time since they’d seen so much wood piled up in one spot.” The logs were eventually shipped to paper mills or pallet mills, with the biggest logs shipped out as veneer logs to Japan. Contact: FARM SHOW Followup, Marlus Heath, W5494 Hwy. 8, Tony, Wis. 54563 (ph 715 532-5363).

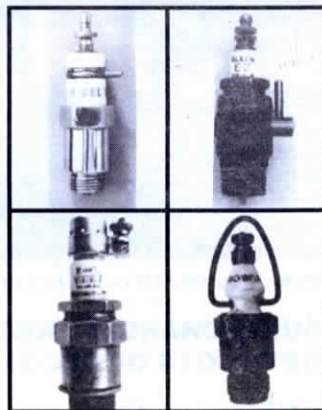
Old Spark Plugs Attract Interest From Collectors

If you’re fascinated by old and unusual spark plugs, you’re not alone. More than 250 spark plug collectors from 7 countries belong to the Spark Plug Collectors of America. Members of the group have collected more than 4,500 different plugs and new discoveries are made all the time.

The club was founded in 1975 by a Michigan collector. Members can advertise free in the organization’s newsletters and three meetings are held every year, usually in conjunction with various antique tractor and engine shows around the country.

Jeff Bartheld is editor of the association’s newsletter and also an avid collector with more than 900 types of spark plugs in his collection. In every issue of the newsletter, he includes old advertisements for plugs that make unbelievable claims for increases in fuel mileage, or tout unusual features - like a see-through sparkplug that lets you look into the cylinder to see what color the fuel is as it burns. That ad states, “If the flame is not blue, then the mixture is wrong and the carburetor should be adjusted.”

For a free copy of the club’s newsletter, “The Ignitor”, and more information about



spark plug collecting (or if you have some unusual old plugs you’d like to sell), contact: FARM SHOW Followup, Jeff Bartheld, Spark Plug Collectors of America, 14018 N.E. 85th St., Elk River, Minn. 55330 (ph 612 441-7059).

R.C. features a couple of other modifications Klutzke added himself.

For example, Klutzke mounted a 4 1/2 by 2-ft. carry platform on the rear for carrying rocks. Klutzke found the platform, manufactured by a Nebraska company, at a northern Indiana salvage yard. The platform has end brackets that fit into the tractor’s cultivator mounts and then bolts into place.

Likewise, the tractor features a step-up transmission, which Klutzke bought a long

time ago, to permit running in eight gears rather than the R.C.’s original four.

Klutzke’s tractor collection also includes a 1934 A-C W.C., Serial Number 653, the oldest in the collection, as well as a modified 1937 W.C. It goes four times faster than the original - up to 40 mph - because its final drive has been removed.

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