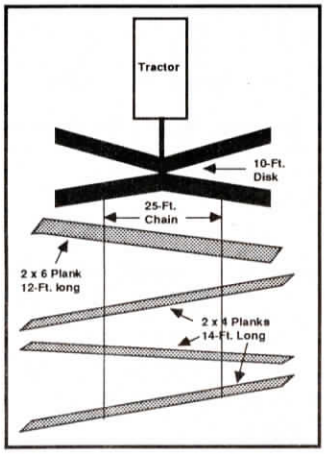
Reader Letters



I've used this system for 30 years to prepare fields. I bolt 4 planks to a pair of chains behind a disk. The planks are positioned at an angle. They level the field and are easy to pull yet they won't plug. I use one 2 by 6 plank 12 ft. long and three 2 by 4's 14-ft. long behind my 10-ft. disk. ***(Ernest Ivany, Box 533, Lister, B.C. V0B1Y0)***

I have a patent pending on a new mower lift called the E-Z Lift that makes it easier to clean under the deck and do routine service. It consists of a drive-on stand with a lift-up platform that's raised by a hand-cranked winch. Steel cable is threaded through pulleys to raise and lower the platform. Safety chains secure the platform in the "up" position. I'm looking for a manufacturer to bring it to market. ***(Jimmie T. Markusen, Rt. 1, Box 97, Grafton, N.Dak. 58237)***

In Vol. 15, No. 3, a reader wrote in looking for a good way to solve braking problems when converting old trucks to gooseneck trailers. He said he couldn't find an inexpensive way to brake a gooseneck grain trailer, which could weigh as much as 7 or 8 tons when loaded. I, too, converted an old gravel truck to a gooseneck trailer after one wheel and axle came out and ruined the rear end. I purchased an old power company line pole trailer from a local junk yard for $100 with an axle that's 3 1/2 by 2 3/4 in. square solid steel with cast spoke wheels and Warner electric brakes. I decided to try it out under the old truck and was surprised that it took very little work to mount it on the original truck springs. I used the line pole trailer's spring mounting pads and spring U-bolts. I fitted the axle with 6 1/2-in. truck rims and mounted my original truck tires on them. I wired the brakes to a regular trailer-to-pickup control plug brake control in pickup. This axle is plenty strong and has good brakes. ***(Donald Kastner, Rt. 2, Box 28, Glen Ullin, N.Dak. 58631)***

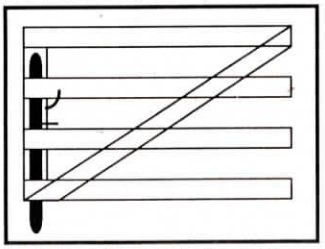
My daughter loves to drive this one-of-a-kind toy car equipped with a real 3-hp. gas motor. I built it out of old lawn mower parts as a Christmas gift to my 6-year-old daughter. I used 3/4-in. dia. pipe to build the car's frame and 3/8-in. plywood covered with sheet metal to make the body. I salvaged the

wheels from a pair of old riding lawn mowers. The rear axle was salvaged from a mower, but the front axle was home-built. The car's Briggs & Stratton rope-start motor, forward-and-reverse transmission, and differential were also salvaged from an old mower. It didn't cost much to build and is so easy to drive that my daughter was driving it on her own in about 15 min. It goes about 5 mph. She just puts it in gear and pushes on the gas pedal. The rear hood hinges behind the seat for easy access to start and service the motor. The motor, equipped with a centrifugal clutch, belt drives a forward and reverse transmission. A disk brake engages a sprocket on the differential. ***(Gary Moffett, Rt. 1, Box 452, Connersville, Ind. 47331)***

Some years back we bought a 3 hp. pump (140-gal. a min.) and now we'd never want to be without it. We use it in winter to pump water for our cattle out of a creek if our well gets too low. In the spring, we use it in a 90 acre pasture that has no other water source

to keep 40 to 50 head of cattle watered. The pump is very handy and can be set up anywhere very quickly. We have several different lengths of hose and quick couplers - nothing is hooked permanently to the pump so everything is very portable. It takes us only 30 min. to load up the pump and hoses, drive to the pasture, and then set up the pump and run pipe to three water troughs. The three troughs last the cows two days, so we only have to pump for them every other day.

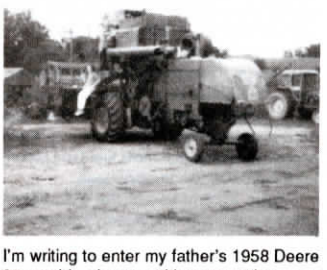
A few years ago when a neighbor had a straw stack fire, when wind was threatening to take the fire to their house and a ripe field of barley, we took our little pump over and finished putting out the fire when the fire department water trucks ran out of water before the fire was out. ***(Heather Smith Thomas, Box 215, Salmon, Idaho 83467)***



I made this handy gate latch to hold gates open. I used an old pitchfork handle for the stake. I bolted a hook to the metal frame of the gate and put a long screw in the handle. The screw fits into the hook to hold the stake up. Works great. ***(Jack Tosdale, 8562 Redstone Ave. S.E., Salem, Ore. 97306 ph 503 363-8370)***

Thanks for writing up my idea in the last issue of FARM SHOW (Paired Motors Provide Low-Cost Power - Vol. 15, No. 4). My only question is that I somewhat resent the way you use the word "Contact" at the end of the article because it implies that I have more information to send people. Some time back when you published an article about an engine swap I made in my TD-24 crawler, I had letters from people that expected very detailed instructions but many people didn't even have the courtesy to send a dollar or two along or a stamped self-addressed envelope. When you say "contact" that implies that I'd like to spend hours explaining a technical idea to people when all I really wanted to do was to publish an idea to stimulate thought. Unlike many of the commercial products in FARM SHOW, I don't have anything to sell. Anyway, I enjoy your publication very much. ***(Charles Yokimas, 2770 Ronald Rd., Victoria, B.C. Canada)***

This ATV hog cart is just the thing for anyone who farrows outside. It's built just 4 in. off the ground so no hydraulics are needed to load or unload hogs. The 4 by 6-ft. cart is big enough to hold 3 or 4 hogs, or one hog and a litter of pigs. The 2-way door at the rear has both a sliding door or the entire rear endgate swings open. The sides of the cart are wire mesh. The floor is roughened metal floor plate. The front and rear sides are sheet metal. A trough can be mounted at the front of the cart to carry tools and other cargo. The cart is fitted with ATV tires. Even though the cart has just 4 in. of ground clearance, it has no trouble walking over rough or uneven ground because it's close-coupled to the ATV and is only 4 ft. wide. I run a welding shop and sell the custom-built carts for less than $1,000, depending on options. ***(Merl Koppes, Merl's Welding Shop, 104 Madison S.E., Box 462, Cascade, Iowa 52033 ph 319 852-3010)***



I'm writing to enter my father's 1958 Deere 95 combine in your oldest operating combine contest. When it was "young", it cut 400 acres of our crops and 400 to 800 acres of custom work every year. Now that my father's 73 years old and the combine has 33 years on it, it's only used to cut 150 acres a year or so. Down through the years we swapped engines once and another time we tore it completely down to the frame for a complete rebuild, including a bigger hydraulic pump, a 72-amp alternator, a Mark IV air conditioner with a pre-filter and extra condenser, a spinning screen for the radiator, a shorter clean grain elevator with an auger into the grain tank, raised and extended the unloading auger, and installed a 12-volt actuator to move the auger out and in. We also replaced the cable steering system with a hydrostatic unit from a 510 Massey. And we fitted the header with hydraulic reel lift, an M & W header control, a Love floating cutterbar, homemade divider snouts for hands-off soybean cutting. In addition, we have a gear-driven 6 by 6 army truck front-end for when it gets muddy - takes about 1 hr. to put on.

Every year we do some kind of repair or upgrade to the machine. This year we plan on installing a quick-change throat as well as a new-style cornhead.

The reason we can keep it going is because Deere really hasn't changed their combines that much. Our 95 is the same width as a 6600-6620 and I suspect it's not even that much different from the new 9400's. ***(Victor Simpson, Rt. 4, Box 357, Barnhill, Ill. 62809)***

We mounted a 3-pt. wood splitter on our Bobcat skid steer loader to take advantage of the Bobcat's maneuverability and economical diesel engine. We had to build a mounting frame that would attach to the 3-pt. fittings on the splitter and also attach like a bucket to the loader arms on the Bobcat. The splitter is powered off auxiliary hydraulics by locking the right steering lever into the auxiliary position.

We've used it for four years with no problems. I like the maneuverability of the Bobcat because it lets me go anywhere so there's less wood to haul, and the small diesel engine on the Bobcat runs for days on a tank of fuel. The idea should work on any skid steer loader with auxiliary hydraulic outlets. ***(David Batker, W. 701 Hwy. 92, Brooklyn, Wis. 53521 608 455-1391)***

Here's a puzzle that's easy to make and stumps a lot of people. All you need is a heavy 1/2-in. bolt, nut and washer. Cut the bolt in half and tack weld the nut to the top of the bottom half of the bolt. Then screw the top half of the bolt tightly into the nut, first slipping the washer onto the top half of the bolt so it's "trapped" between the head of the bolt and the nut. Then give the bolt to an unsuspecting friend and ask him to take the washer off. It'll look like the nut is welded to the bolt. If you've got the two pieces screwed together tightly, he might never figure it out. ***(Bill Baity, Baity Engineering, P.O. Box 396, Mt. Hope, Kan. 67108 ph 316 667-2225)***

We solved the problem of hauling our log splitter around by mounting it on the side of our wood-hauling wagon. The splitter is suspended from, and rolls back and forth on, a fold-down frame made out of 3-in. dia. steel pipe. Steel cable is threaded through a series of pulleys mounted on the frame. When lowered to the ground by a hand-cranked winch, the splitter is rolled toward the back of the wagon to make it convenient to split and throw chunks of wood up into the wagon.