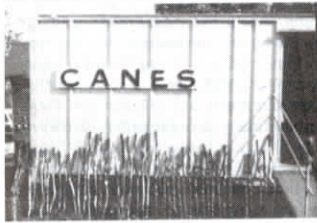
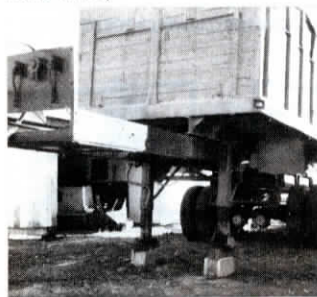


Reader Letters



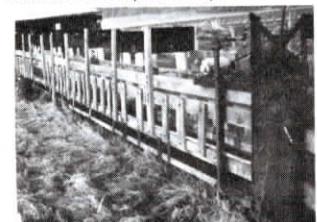
knee - I use one of my canes to walk. I'm 86 and my wife is 85. We work on the canes in winter, removing the bark, then buffing and varnishing the wood. We will write the giver's name on the cane along with the person it is for, if desired.

We have fun giving them away as gifts, and always give them to ministers at churches we attend while traveling. We also sell them by mail, giving half of our sales money to charity. They sell for \$15 to \$50, depending on the wood and how much work we put into them. We get orders from all over the country by word of mouth. (*William J. Hunsberger, Canes & Walking Sticks, Rt. 3 Hunsberger Rd., Box 44, Phoenixville, Penn. 19460*)

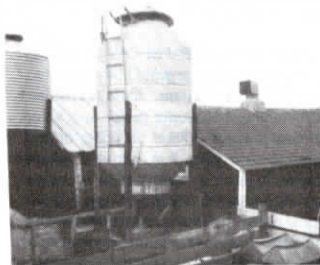


My 500-bu. semi-trailer dump box unloads bean meal easier than a hopper bottom wagon. I built the 20-ft. dump trailer out of a junked straight truck and pull it behind my semi-tractor. The frame, box and hoist were salvaged as a single unit from a truck with a bad engine. I fitted it with a king pin plate, landing gears, and tandem axles with air brakes, all of which were taken from a junked semi-trailer. I put quick couplers on hydraulic lines running to the hoist. (*Craig Morton, Rt. 1, Box 231-B, Fort Madison, Iowa 52627 ph 319 528-6238*)

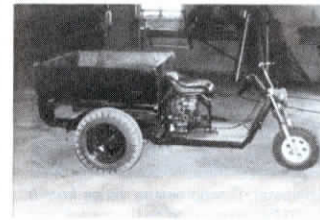
This converted 40-ft. long bale elevator makes a nifty powered feeder to feed 1,200 head of sheep. I don't have to walk or drive through the sheep with bales of hay. I just back the feeder up to the hay mow and drop



hay right onto the feeder. When we need to clean, it pulls out of the way. It's powered by a 1/2-hp. electric motor that drives a Chevrolet auto transmission with three speeds forward and one reverse. I can stop and start the feeder with a remote switch up in the hay mow. The feeder rides on the chassis from an old IH corn binder. I built feed openings on the sides of the elevator. The entire feeder can be raised with a crank as manure piles up around it. (*Alfred N. Nelson, W5935 Hwy B, Rio, Wis. 53960 ph 414 992-5305*)



I made a 2-ton bulk feed bin by mounting a 1-ton hog feeder upside down on top of an identical feeder and bolting the two together. I used channel iron to build 8-ft. long legs that bolt to the bottom feeder. Angle iron was also used to build a ladder that extends to the top of the bin where I made a fill hole by cutting off the bottom of the top feeder and hinging one side. (*Roger Fisher, Box 9048, Spirit Lake, Iowa 51360*)



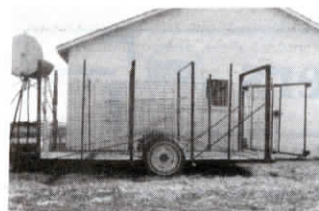
This 3-wheel dump cart is simple but it works. We use it for miscellaneous hauling and maintenance jobs. The front fork of the rig came off a mini bike. The rear axle, wheels and differential were salvaged from an old garden tractor. The transmission, with 2 speeds forward and 2 reverse, came from a junked riding mower. Power is supplied by a Briggs & Stratton 3 1/2 hp. motor that's located under the seat. A drum brake on the rear axle is controlled by a hand grip. I built the frame out of square tubing. The dump box is 4 ft. long, 3 1/2 ft. wide, and 1 ft. deep. It hinges at the rear and dumps by hand. (*Archie Smith, Rt. 3, Box 601, Mora, Minn. 55051*)

Kids love this look-alike steam engine I built to mount over my Allis Chalmers lawn tractor. Four bolts hold it on and it's got its own battery, lights, horns, radio and public address system. To go back to mowing, I just lift the train off and put the mower back on. For parades I made 5 cars out of 50-gal. drums to pull behind the engine. One kid



rides in each car. I also pull a sign car with a message on it and have painted a message on the side of the engine. I also take the train to schools where I use bigger, open cars that hold more kids. (*Richard A. Hinds, 4271 Sangamon Ave. Rd., Springfield, Ill. 62707*)

I made this 2-wheel livestock trailer 3 years ago out of less than \$100 worth of scrap material. It weighs about 1,800 lbs. and measures 6-ft. wide and 12-ft. long with 5-ft. high sides. The floor is just 8 in. off the ground. It's fitted with an Allis Chalmers



combine spindles and wheel with 6-bolt hubs. I built a drop-down axle between the wheels that's 6 in. below the center of the wheels. A 3 by 3-in., 16-ft. long IH cultivator toolbar serves as the tongue. I put a 2-in. pipe inside the tongue for added strength. Miscellaneous strap iron and truss rod, threaded at both ends, were used to make the frame. Steel decking came from a local manufacturer's scrap and 4-ft. wide corn crib panels were used for the sides. Lengths of 2 by 3-in. tubing run around the outside edge of the bed. I made the swinging and sliding gate out of used pipe and fitted the tongue with a used jack stand.

The wheels are 8 ft. apart and off-centered about 12 in., fitted with 11L X 15 tires. One man can move the trailer around alone. I've pulled it loaded down the highway at 50 mph for 35 miles or more and it always trails straight. It eliminates the need for a loading chute in the yard or the field for loading hogs, sheep, cattle, or whatever. Because it's just 8 in. off the ground, they can easily walk right on. (*Vernon Harris, Rt. 1, Box 200, Kensett, Iowa 50448*)



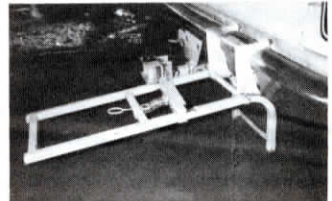
Your readers may be interested in our unusual and tasty varieties of colored potatoes. Once you eat good flavored potatoes, store spuds just taste like cardboard. There is an incredible market for these potatoes or you can just grow them for the novelty of them. The varieties are mostly "heirlooms", saved by farmers and gardeners around the world because of their great taste and unique appearance. Some of our varieties include Purple Peruvian, Ruby Crescent, Red Mandel, Elmers Blue, Kers Pink, Cherries Jubilee, Yellow Finn, Candy Stripe, and many more. Some are colored only on the outside, some only on the inside and some are colored outside and in. Yellow Finn, for example, is a supreme baked potato with a yellow flesh that naturally tastes and looks buttered. Rideau potatoes have a bright red skin and a snow white flesh. We also have potatoes with unusual shapes, and giant varieties that really make an impression at county fairs. Profits of \$10,000 or more per acre are not uncommon since the market for specialty spuds is growing. Photo shows a purple variety next to a potato developed by Washington State Indians. (*Susan & Rex Mongold, HCR 15, Dyer, Nev. 89010*)

My husband died last year and I am looking for a sales person or company that auctions antique farm collectibles because he had a large number of old gas engines, a steam engine, and other collectibles. He told me to try to bring a specialist in to see them. Can you help me locate such a firm? (*Martha H. McConnell, 4671 Perryville Rd., Danville, Kent. 40422*)



Many FARM SHOW readers may not be familiar with this harrow which we developed several years ago to mount on nearly all 3-pt. and trailing grain drills, including the new Deere 750 (it's approved and recommended by Deere). It works excellent in both no-till and conventional tillage, improving seed growth by letting you plant shallower because it covers seed with soil and residue just after it's planted. It also keeps the soil from drying out in hot weather and leaves the seedbed level, reducing erosion. It's fitted with special-designed 5/16-in. dia. teeth that are more flexible than conventional harrow teeth. Angle of teeth is adjustable to adapt to varying conditions. In no-till conditions, it spreads residue uniformly over the surface.

A 15-ft. section sells for \$620. (*B.G. Schlueter, Schlueter Equipment Sales, Inc., Box 185, Royal, Ill. 61871 ph 217 583-3237*)



I have used this bumper-mounted tire carrier on two vans for about 4 years and it works very well. Door carriers are hard on doors and hinges and are very noisy. This one mounts on brackets cut to precisely fit the bumper. It hinges down easily when you want to open the door by pulling a spring-loaded release pin. The pin is connected to a sliding bar that fits onto the bumper brackets. I used 1-in. sq. tubing to make the frame of the carrier. I put heavy vinyl tape between the brackets and the bumper. A J-bolt goes through a wheel bolt hole to hold the wheel in place on the carrier. I've made up drawings with the dimensions. (*G. Redel, Rt. 1, Red Deer, Alberta T4N 5E1 Canada*)



We really enjoy articles in FARM SHOW about unusual animals and wanted to send along this photo from the 1960's. Back then I hauled livestock. One place I hauled to was a sale barn at Byron, Ill., an area with a lot of white tail deer. I bought this animal out of a veal pen for \$13. It was a cross between a Holstein cow and a white tail deer. It had no hair to speak of although it had the coloring of a Holstein. But it had deer hooves and legs and a deer tongue. Actually it looked like the back end was Holstein and the front end was deer, since its head was narrow and fine boned.

I finally sold it for \$100 to a man who collected unusual animals. (*Jennings Anderson, Rt. 1, Box 129, Mineral Point, Wis. 53565 ph 608 987-3614*)