



Photo above and those below show barn which Andre dismantled board by board.

SPECIALIST CAREFULLY DISMANTLES FARM BUILDINGS BOARD BY BOARD

He Finds "Gold" In Old Barns, Corn Cribs

"There's a gold mine of valuable lumber in most old barns," says Ken Andre, Michigan City, Ind., a barn dismantling expert who makes his living salvaging wood for farmers who want old barns, corn cribs and silos torn down.

Andre's hobby is photographing beautiful old barns and the last thing he'd ever do is encourage anyone to tear down a barn just to get at the lumber. "But, if you have to tear it down anyway, you might as well save the lumber," he tells farmers.

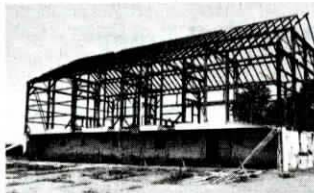
Oftentimes, it's not economical to maintain old unused barns. "A new roof can cost \$3,000 to \$4,000 on a big old barn," Andre points out, noting that many old barns contain thousands of dollars worth of good usable lumber. "Some old barns contain as many as 200 2 by 12-in. floor joists, 2 by 6-in. rafters, 4 by 4-in. posts, and many wood beams, all in excellent condition for a variety of building projects around the farm."

Working by himself, Andre travels throughout the Midwest dismantling barns "board by board" using only a small selection of specially-built hand tools and a chain saw. He has no ladder or other power equipment and works out of a small car.

"It took me years to learn how to quickly and efficiently dismantle large barns without damaging the wood," says Andre, who originally owned a business that resold salvaged barn wood to builders and decorators for new construction use. He now simply charges a set fee based on square footage and drops the barn in such a way that the wood's available for future use by the farmer.

"Most farmers contact local contractors before they come to me and find out that I can do the job cheaper and they have the lumber left over to salvage," says Andre.

He has dismantled 35 to 40 barns throughout the Midwest in the last couple years. Each farmer receives a signed contract that protects him from any liability should there be an



The barn yielded eighty 2 by 6 rafters, each 30 ft. long, plus much more valuable lumber.



Andre has developed special "short cuts" for dismantling old barns without heavy equipment.

accident. The work takes about a week, in most cases, and most of the lumber is left nail-free, stacked in organized piles sorted according to size.

Dismantling a 30 by 40-ft. barn costs \$720. A 40 by 60-ft. barn costs \$1,200 and a 40 by 90-ft. barn costs \$1,800. Corncribs cost approximately \$.85 a square foot. Call for an estimate.

In addition to barns and corncribs, Andre also dismantles silos. Farmers usually call him in when a silo is located too close to other buildings to simply push over. He can drop an averaged size 45 by 14-ft. silo in 1 to 2 days for a price of about \$300.

For more information, contact: FARM SHOW Followup, Andre Enterprises, 322 Johnson Rd., Michigan City, Ind. 46360 (ph 219 879-2199).

DOUBLE BATTERY HOOKUP PROVIDES EXTRA BOOST

Slick New Way To Jump Start Stubborn Engines

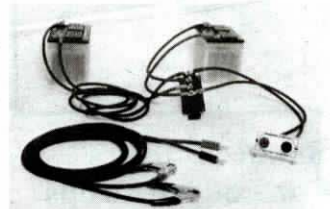
"It's the simplest, most economical supercharger on the market," says Jim Persinger, Fuel, Inc., about his new Super Boost kit that hooks two 12-volt batteries up to a heavy-duty switch for high-amp 12 or 24-volt jump starting.

Persinger says the Super Boost kit grew out of a need for a better way to jump start large irrigation engines. The kit is designed to connect a second 12-volt battery to the battery in your pickup. Heavy cables connect both batteries to a specially designed sliding switch that connects the batteries in either series or parallel, depending on where you position the switch. Power from the outlet side of the switch is carried to a pair of plug-in outlets that mount on the pickup bumper, or under the hood, so that you can simply plug in the pair of heavy-duty 15-ft. jumper cables supplied with the kit.

The batteries always remain hooked up under the hood and both charge whenever the pickup's running but the pickup electrical system never receives more than 12 volts.

"When the lever on the switch is in the down position, the two 12-volt batteries are hooked up in parallel so you have high-amp 12-volt power to hook directly to a 12-volt battery. When the switch is up, the batteries are hooked in series for 24-volt starting," says Persinger.

He notes that many farmers have found that, by connecting 24 volts directly to the starter of large displacement engines, they're much easier to start than cranking away with 12 volt power. "It turns the starter over twice as fast so it works



Kit connects second 12 volt battery to battery in your pickup.

great for starting big irrigation engines, large tractors and trucks," he notes, adding that he cautions farmers to hook 24 volts directly to the starter and not to the 12-volt batteries.

"Some farmers already carry extra batteries around in their pickup but, until now, there's been no good way to connect them up for charging. In addition, this kit keeps the batteries fully charged at all times while protecting the 12-volt pickup electrical system from damage," says Persinger.

The kit sells for \$365, including switch, cables and outlets but not including the extra battery. The switch is also available separately for \$175 without the specially-made cables or outlets.

Persinger says the switch is specially-built for heavy use. "One farmer hooked four large batteries up to it for super high amperage and has had no trouble with burn-out," he says.

For more information, contact: FARM SHOW Followup, Fuel, Inc., P.O. Box 477, 1108 Industrial St., Hugotou, Kan. 67061 (ph 316 544-2882).

Low-Cost Combine Parts

Combine cylinder bars, feeder chains, raddle chains, concaves and elevator chains are some of the high wear replacement parts available from a Canadian manufacturer of low-price replacements parts for combines that cost 20 to 50% less than original manufacturer's parts.

"All of our replacement parts meet or exceed original equipment specifications," says Lloyd Loewen, of Loewen Manufacturing Co. Ltd., Altona, Man., who says demand is great for his lower-priced parts. When the company first started making replacement parts two years ago, nearly all of its parts were at least 50% cheaper than manufacturers' parts. Now the prices of many parts have been lowered due to increased competition but Loewens still maintains at least a 25 to 50% discount, says Lloyd.

Nearly 90% of the company's sales in the U.S. are through farm supply stores which often discount the price

of the parts even more. Depending on how popular the part is, savings will vary, says Lloyd, since parts for certain combine models are more competitive in price.

One of the most popular Loewen parts are cylinder bars for 7700 Deere combines. "We sell them for \$225 in U.S. dollars, which is about 25% less than most Deere dealers charge," says Lloyd.

Loewen makes only the high-wear parts of combines that need frequent replacements. Parts available include cylinder bars, wear bars, concaves, feeder chains, elevator paddles, raddle chains, elevator chains, pickup teeth and pickup belts. The company also makes some parts for drills as well as a few miscellaneous swather and truck parts.

For a catalog of available parts, contact: FARM SHOW Followup, Loewen Manufacturing, Co. Ltd., Box 820, Altona, Manitoba, Canada ROG OBO (ph 204 324-8621).