

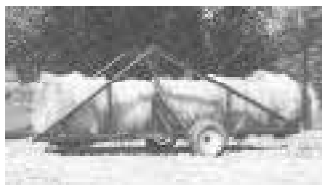
There's a 2-piece trough that holds the fish. A knife comes down into a slot between the two troughs to slice off the head. The hand holding the fish is well away from the knife. I use good steel on the knife. A spring pulls it back to the up position. **(Ralph Dodge, Box 212, Lundar, Manitoba R0C 1Y0 Canada)**

Any readers of yours with older model John Deere's may be interested in my "near original" replacement fenders for Deere A, B &



G tractors. I started making them after I saw a pair of original fenders in poor condition sell for \$210 at an auction. Working with a local machine shop, I came up with a design that's 2 1/2 lbs. heavier than the originals. The buyers of my fenders are not perfect restoration buffs. They just want a near original fender that matches the correct original tire size at a reasonable price. I sell them for \$285 a pair. **(John Deere Fenders, John R. Lair, 413 L.Q.P. Ave., Canby, Minn. 56220 ph 507 223-5902)**

We'd like to show your readers our new patent-pending round bale hauler. It's simple and easy to use. It runs off a single hydrau-



lic hose that powers a cylinder on either side. You back into the round bales with the trailer to load bales. It'll hold six 4-ft. long bales or five 5-ft. bales. You can unload all bales at once by lowering the trailer to the ground and just driving away. Sells for \$3,000.

We also make an 8-gal. per minute portable hydraulic unit that you can put in the back of a pickup to power the trailer. It can also be used to run fertilizer augers, grain augers, conveyors, or other equipment. Two men can lift it into a truck or you can mount it right on an implement with four bolts. Available with an electric or manual-start 13-hp. Honda engine. Sells for \$1,600 with electric start. **(Chris B. Stoltzfus, 934 White Oak Rd., Christiana, Penn. 17509 ph 610 593-6481)**

Thanks for the story on my add-on basketball "return net" (Vol. 20, No. 4). It replaces the original net and lets you shoot free throws all day long without having to chase after the ball. Fits any hoop. Sells for \$18.95. The shipping and handling charge was left out of the story. It's \$4.95. **(Jack Meyer, 163 S. Drive, Geneva, Ind. 46740 ph 219 368-9498).**

I used an old car rear end and a hydraulic cylinder to build a cart that lets me hydraulically raise my 16-ft. Fuerst harrow for transport. The cylinder is mounted on the rear end and is connected to a steel bar that's connected by a pair of steel rods to the front of the cart. The back of the cart is supported by chains connected to a frame made out of

steel pipe and square tubing that extends over the cart. I used 2 1/2-in. angle iron to



make an A-frame hitch that I welded onto the rear end. **(Bill Kurtz, 2187 State Rd. 87, St. Croix Falls, Wis. 54024 ph 715 483-3866)**

Since I use a wheelchair, I was interested in the article about the Trima push-button clutch featured in your last issue (Vol. 21, No. 1).

However, when I called the phone number of the manufacturer in Sweden, I couldn't get through.

Can you help? **(Dale Welling, Rt. 2, Box 105A, Ripley, W.V. 25271).**

Editor's note: The distributor listed in the story is actually in England, not Sweden as stated in the story. The correct phone number is: 011 44 1925 821181.

Here's a prototype high clearance row crop sprayer, which I built out of a pickup. It's an alternative to hi-boys, which I think are too limited to be of much use to the average farmer. For example, most postemergence herbicides can't be applied above 2 ft., yet hi-boys have 4-ft. and more of ground clearance.



I started with a 1975 1/2-ton Ford F150 4-WD pickup and replaced its rear end with one out of a junked 1-ton Ford pickup. I beefed up the rear suspension by adding extra coil springs. I installed a Ford 4-speed manual transmission behind the pickup's original 3-speed automatic with high and low range. This offers me at least 32 gears so I can travel from a crawl up to 15 mph.

I replaced the pickup's original tires with a Polish brand of narrow 36 by 9-in. tires mounted on 10-in. rims I got from my local tire supply store. I made wheels out of 5/8-in. plate, cut out the 6-bolt lug pattern, and welded them into 10-in. rims I got from the local tire dealer. Wheels are on 60-in. centers so the pickup's suitable for spraying in 30, 32, or 34-in. rows. The big, narrow tires limit turning radius somewhat but also allow you turn a lot easier than with smaller tires.

I built my own heavy-duty self-leveling 60-ft. boom for the sprayer out of 2-in. oil field pipe. It features my own pivoting pendulum bat-wing design with 4-ft. break aways on each end. The spray system is powered by a hydraulic pump off an old Massey Harris combine. I'm using a 300-gal tank but the rig will handle up to a 500-gal. tank.

I built a step to get into the cab, which I raised 8-in.

If I had it do over I'd do a few things differently, such as starting with a 3/4 or 1-ton pickup and using 2-in. tubular steel pipe for the spray boom. It didn't cost that much to build since I used scrap parts. **(Ken Waddell, 712 E. 2nd, McCook, Neb. 69001; ph 308 345-6663).**



Here's what a 1969 1-ton Ford looks like with a WD 45 Allis Chalmers tractor rear end. I cut the axle off about 12 in. in front of the clutch housing and cut the truck off from about 18 in. behind the cab. Then I overlapped the tractor frame over the truck frame and secured with bolts and pieces of plate steel. I used the original pickup driveshaft by shortening it up, raising the hanger bearing, and putting on a spline to fit the tractor clutch shaft. I also installed a hanger bearing on the tractor shaft. I use the original

tractor fuel tank. I had to remove the tractor tank to make way for controls to the tractor transmission and brakes. I use the foot pedal for the brakes on the truck and a hand lever for the tractor brakes.

The top speed is 25 mph. I have 18 by 26 tires on the tractor. I use it to haul logs with a heavy-duty walking beam trailer with hoist. With the 300 6-cyl. motor, you hardly even know you have a load on back. Works great. **(Ralph Dodge, Box 212, Lundar, Manitoba R0C 1Y0 Canada)**

The last time FARM SHOW featured the German-built Geringhoff corn head that harvests corn and chops stalk at the same time, it was being distributed in North America by Joseph Christ, Bowmanville, Ontario. After Mr. Christ stopped handling it, the header was distributed by Huron Tractor Ltd., Exeter, Ontario, until about a year and a half ago.

Now, I thought FARM SHOW readers might be interested to know that we at Geringhoff U.S. recently became the exclusive North American distributor. We showed the head at the recent Iowa Power Farming Show at Des Moines, Iowa, and at the National Farm Machinery Show at Louisville, Ky., where it generated a lot of interest. The head features shredder-rollers that replace snap rollers. A six-row (22 or 30-in. spacings) sells for about \$36,000. **(Ed Moe, Geringhoff U.S., 3867 East Highway 12, Willmar, Minn. 56201-5803; ph 320 235-8123, fax 6325).**

This photo shows me with my 1-year-old son, Jake, on an electric-powered 1/10th-scale Deere 4020 I built. Among some of the more unique features, it's equipped with a fully functional 3-pt. hitch on back and a telescoping steering wheel.

The 400-lb. tractor is powered by a 1.7 hp, 24-volt electric motor connected to a gear box with 7:1 reduction through a lovejoy coupler. It runs on two 12-volt batteries installed under the hood, which I made out of an old



flail chopper cover, and has an extra outlet in back for spare batteries. I used the differential, jack shaft, motor and forward/reverse switch, as well as the battery charger, out of an electric feed cart.

It's equipped with two forward and two reverse speeds, as well as high and low range, offering a top speed of 15 mph. The high and low range are produced by two different sized sprockets on a jack shaft and are engaged and disengaged by levers on either side of the dashboard through a series of pulleys and cables that slide a dog on the jack shaft.

It's equipped with brake pads in a bell housing on the differential with a linkage to

the brake pedal. The clutch pedal works by activating a micro-switch wired to a 24-volt solenoid which kills power to the motor.

Rear tires are 5.00 by 12-in. off a rototiller and welded together to make duals; front tires are off a lawnmower.

My friend, Eric Murray, did the paint job. Decals from a pedal-powered tractor finish out the cosmetics.

Everybody who sees it says it's an impressive piece of work that should be in parades. I figure I've got about \$600 invested. **(Louis Nop, Rt. 7, Box 192, Salisbury, Vt. 05769; ph 802 388-3043).**

We've had some close calls from motorists passing our tractors as we were attempting



to make left turns. The problem seems as bad with our newer tractors equipped with turn signals as it is with our older tractors that aren't.

To avoid a potential tragedy, we built a left turn signal that's impossible to miss. It works so well, we plan to equip our eight other tractors with them as well.

We built a 12 by 13-in. steel box and installed a flashing light inside. We painted a bright yellow arrow on the box's Plexiglass cover and attached a bright yellow Gempler warning sign on top. We mounted the assembly on the left fender of our International 706 and a flasher control and toggle switch on the dashboard. We also installed a small red light on the dash to remind us when the signal light is turned on. When the light is turned on, it's virtually impossible to miss from behind.

Cost was only \$25, a small price to pay for the safety it provides. **(Arvin De Cook, 9658 Hwy. F 62E, Sully, Iowa 50251; ph 515 594-3438).**

This 75-year-old Frick circular sawmill was a great machine in its day but a large belt drive on its mandrel and several short flat belt drives and pulleys on the carriage made it pretty impractical for use in the '90's.

So I converted it to run off my 1105 Massey tractor's hydraulics and pto shaft. It now runs better than it did the day it came

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