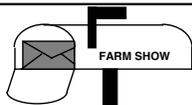


Reader Letters



Continued from previous page

ground. Works great. **(Ed Panchyshak, 2667 Norman Rd., Windsor, Ont. N8T 1S9 Canada)**

We'd like to tell your readers about the deluxe portable round bale feeder we manufacture. It has a steel floor and is 6 ft. wide,



12 ft. long and holds two big round bales. It mounts on treated 4 by 4 runners and can be easily pulled with a tractor or you can mount it on a running gear. Feed waste is minimal, thanks to the enclosed floor and slanted feed bars that discourage animals from pulling out as they feed. **Sells for \$850. (Menno Fisher, Fishers Fabrication, Rt. 3, Box 111, Conneautville, Penn. 16406 ph 814 587-3911)**

I made this chicken plucker using a cut-down beater from a manure spreader. I made plucking "fingers" out of old rubber cutting



torch hose. It's powered by a 1/3-hp. washing machine motor. The only component I had to buy was the 12-in. drive pulley. It's simple and gets the job done. **(D.L. Napier, 5246 Maple Lane, Cuba, N.Y. 14727 ph 716 968-2772)**

Here's a handy way to install a mailbox. I used a flywheel off an old hay baler as a base and mounted a metal post on top. The



flywheel just rests freely on top of the ground so if the snowplow hits it, it just skids away without breaking off. **(Harold G. Sprung, Rt. 1, Box 56A, Bloomer, Wis. 54724)**

I understand a Kansas company now makes a kit to replace the gear box on older Massey Ferguson grain headers with a more maintenance-free unit. But I found a lower-cost way to remedy problems I was having with my 1967 20-ft. header.

The trouble is that the gear box on my header was too small so it constantly required repairs. When cost of overhauling the gear box a third time hit more than \$600, I decided there had to be a better way.

So I picked up a sickle drive off a junked Allis-Chalmers Gleaner combine header for \$50. It had a Pitman drive with all moving parts exposed instead of enclosed. I re-

moved the original MF gear box and replaced it with the Pitman drive. The hardest part of the project was reinforcing the mounting brackets for the drive wheels with steel plate so they wouldn't shake off the side of the header. For just \$50 out-of-pocket, I ended up with a drive that's 100 percent more reliable and easier to work on than the day it came off the assembly line. **(Harold Witulski, Rt. 2, Box 181, Beatrice, Neb. 68310; ph 402 228-0633).**

We have about 1,250 acres of grass and pasture land scattered over 16 miles and two counties. If a tractor ever breaks down at



one of the farther places, you can expect to sit a while before getting help. So I made two tractor tow bars we use to tow tractors between farms with our pickup.

The wider tow bar is for towing later model tractors such as our Case-IH 385's, 485's, etc., which we equip with front end



loaders. It's made of 3-in channel iron and is 45-in. long and 30-in. wide. It simply bolts underneath the loader frame and attaches to a receiver hitch on our pickup.

The narrower tow bar is for our older tractors such as Farmall B's, C's, Super C's, H's and M's. It's 45 in. long and is made out of a swinging drawbar older tractors like these were equipped with. It simply bolts to the plate on top of the stem between the tractor's front wheels. These tow bars save us constant headaches. **(John O. Venable, 5696 Comb's Ferry Rd., Winchester, Ky 40391-9252; ph 606 744-2916).**

We always had to use a rope to lift up the 3-ft. ladder leading into the cab of our two-row 1969 International 315 combine so it wouldn't knock down adjacent corn rows. Then when we unloaded we'd have to drop



it down again in order to get close enough to the truck. All that seemed pretty time-consuming during harvest.

So we rigged the ladder to raise and lower hydraulically. We used a reel height cylinder with a 1 1/2-in. ram out of a wrecked swather. It plumbs into the reel height outlet on the combine. We welded a sprocket to the pivot where the ladder hinges and ran a

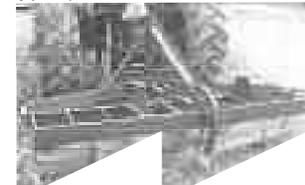


After your article on our Han-D-Hut fiberglass building, we found out that calf raisers needed a second stage housing unit to get calves of the same age and size learning how to compete for feed after being taken out of calf barns and hutches. Our Freestall - SuperHutch™ keeps calves up to 4 months of age in a drier, cleaner and more comfortable draft-free environment than conventional calf hutches. Our SuperHutches permit each calf to walk into its own unit and then back out at will. Being grouped together

with calves the same age and size, it learns how to interact and compete for feed and it stays much cleaner inside the hutches. You can gang them together in groups from 2 to 200, setting up a wire pen around the open ends. They're made of fiberglass which is much cooler than plastic in summer. We manufacture and sell direct to customers. **(Owen Vaaler, Vic Fiberglass Calf Hutches, 111 Maple Dr., Spring Grove, Minn. 55974)**

#50 roller chain around the sprocket and attached it to the end of the swather reel cylinder, which mounts on a bracket at the top of the ladder. This way, when the ram extends it pulls on the chain which turns the sprocket to raise the ladder. The only problem we had in making it work correctly was slowing down the hydraulic flow enough to keep it from snapping the ladder up too fast. To solve the problem, we simply filled a good portion of the coupler that hooks up to the cylinder with pieces of braze. It's worked with no trouble since then. I doubt we have more than \$30 invested in it and it saves a great deal of time when harvesting. **(John McNelles, RR 3, Scotland, Ontario, Canada NOE 1R0; ph 519 446-2571).**

I made a 3-pt. mounted blade for my Case 1070 tractor out of odds and ends I had in my junk pile. I built the frame out of an old



stalk chopper. I used an old one-bottom plow beam with holes drilled in one end for the adjusting device on the 3-pt. I made the 8-ft. blade itself out of three worn out maintainer blades welded together. I also used a length of channel iron as reinforcement between the 3 pt's top link and the back of the blade. The angle of the blade can be adjusted sim-

ply by pinning it in different holes on the plow beam. I've used it several years to grade driveways, level roads and push snow and it works great. The only cost was a few welding rods to put it together. **(Leo Krampfer, 1967 Hwy. 77, Dakota City, Neb. 68731; ph 402 987-3254).**

We built this "mud buggy" some 15 years ago and probably have 300,000 or 400,000 miles on it by this time. We use it mainly to hunt coyotes, but it also comes in handy for seeding clover when it's wet and for getting me to my favorite duck hunting blinds.



We started with a mid 1970's 4-WD 1/2-ton Chevrolet pickup equipped with a 350 cu. in. engine. We chopped 4 ft. off the rear of the frame and moved rear springs and axles forward.

We made spacers out of 1/8-in. flat iron that go all the way around the original wheels, extending rims out 2 in. That way the original rims fit perfectly inside the 20 in.

(Continued on next page)



My young son travels miles every day to check sheep on pasture. He was unable to close some of the gates and would use twine, rope or other materials to hold them shut. Putting easy openers on all the gates would have been cost prohibitive so I came up with a new portable device that he could carry around and use on any gate. We call it the Pak A Latch and there's nothing like it

on the market. A length of chain secures the latch to the anchor post and chain length can be adjusted as needed.

You can use it as a portable opener or mount it permanently on a gate. It's very easy to use. Sells for \$17.50 plus shipping and handling. **(Leo Barthelmess, Jr., Pak A Latch, H.C. 84, Box 8058, Malta, Mont. 59538 ph 406 658-2627)**