

under the chute on a gravity wagon. (Willford Ewejoint, 4205 Willford Rd., Gladwin, Mich. 48624 ph 517 426-4429)

We've had this tool in our shop for more than 40 years. No one remembers where it came from or what it's used for. It says it was patented in 1920. Anyone have any ideas? (Ben Rohloff, 135 7th St., Weyburn, Sask. S4H 1C1)



After the mailboxes at the farm where I work were destroyed more than once, I designed what I call the "Almighty Ultimate Mailbox". After two years they still look like new. I believe they would be impossible to destroy.



I made them out of 1/4-in. thick steel, including the flag. They have a peaked roof. The boxes mount on state-approved breakaway posts. Each mailbox weighs 53 lbs. (David Welling, 27870 TR 34, Warsaw, Ohio 43844)

Our garden picking cart makes picking produce a lot easier. It consists of a wood platform mounted between a pair of bicycle wheels, and a framework made out of 1-in. square steel tubing. There's a single balance

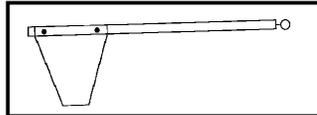


wheel. A handle makes the cart easy to pull around. You just sit on the cart with the row coming between your legs and a bucket on the platform beside you. You move yourself along with your feet. It saves your back. The seat height is adjustable and there's adjustments on the balance wheel as well.

We've made three of these picking carts and have had no problems. (John Willenbrock, 45 Cardinal Hill, Hayden, Ala. 35079)

I discovered an easy way to lock down ATVs, snowmobiles, and motorcycles. Dig a hole in your yard, or in the floor of your machine shed, that's about 1 1/2 ft. square and 7 or 8 in. deep. Mix up some ready mix cement and pour it into the hole. Insert one end of a length of heavy logging chain into the wet cement, kinking it a bit to help anchor it in place. Once the cement has set, you can lock your vehicle to the chain.

You can make a bale string cutter that will last for years using a sickle knife section and a broken fork handle or other short piece of wood. File down a flat spot on one end

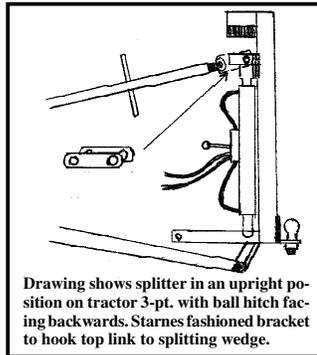


as wide as the blade you're using and drill two holes through the handle. Bolt the blade in place with 1/8-in. bolts. Insert an eye bolt in the end of the handle so you can hang it on a hook or on the tractor. (Elmore J. Halpenny, 616 Kirkwood Ave., Apt. 701, Ottawa, Ont. K1Z 8M3)

We mounted a plank on the back side of our tractor bucket to keep dirt, or loose hay, from



spilling over the back of the bucket. To hold the boards in place, we bolted lengths of 1 1/2-in. angle iron along the top edge of the bucket to secure the bottom plank. The boards are held together by 3/8-in. thick pieces of strap iron bolted to the back side. (Jim Houska, 35346 Hwy 34, Wessington Springs, S.Dak. 57383)



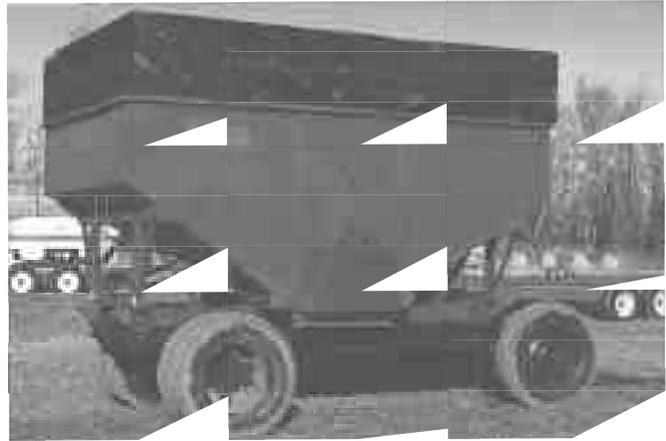
Drawing shows splitter in an upright position on tractor 3-pt. with ball hitch facing backwards. Starnes fashioned bracket to hook top link to splitting wedge.

I often cut firewood a good distance from my home, driving my tractor into the woods. In order to take my wood splitter and also tow a trailer to haul wood, I came up with the idea of elevating my 3-pt. mounted splitter to a 90 degree vertical position with a trailer ball hitch mounted on the bottom of the splitter. When raised up for towing, the splitting table faces the back of the tractor and the bottom of the splitter faces backwards. I had to make a second hitch point for the top link to hook to when the splitter's in a vertical position. I did it by making a bracket out of 2-in. strap metal that attaches to the end of the splitter ram. To switch from splitting to towing, I just unhook the regular 3-pt. hookup and lift the splitter up and rehook it.

I've used this idea for 3 years and it works so well I just wanted to pass the idea on to others. (Charles Starnes, 61 Columbia 29, Waldo, Ark. 71770 ph 501 234-0571)

An article in your last issue entitled "A New Way To Sell Tractors" refers to a Korean manufacturer that bypasses dealer networks and sells directly to consumers. I would like to point out that this is not a "unique" idea as your article suggests. Small manufacturers and distributors have been trying this distribution scheme off and on for years. It has always failed because there is no warranty or service link to the consumer in their local areas where they can get personal attention.

If this company intends to overcome this problem with company-owned service and distribution centers, and these are located close enough to customers to be convenient, how is that different from our current dealer



We converted a 1952 truck chassis into a heavy-duty trailer fitted with a gravity box. The cab and motor were removed and the frame cut off at the front cross member. The tongue is made out of 2-in. dia. pipe that attaches to heavy 2 by 12-in. flat irons that extend out from the front axle. The tongue

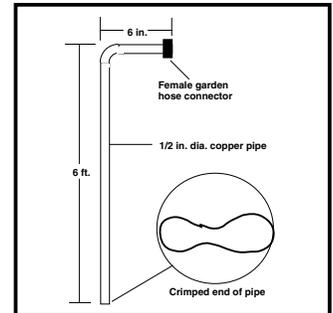
pivots on a pin. A piece of flat iron connects the tongue to a tie rod so that the wheels turn in the direction of travel. We added two 2 by 10 planks to the top of the Killbros gravity box to increase capacity. (Peter Bult, 37428 S.D. Hwy 34, Wessington Springs, S.Dak. 57382)

network? The article mentions the company deals directly with consumers and thus "no dealers, so no dealer margins". Any consumer who believes there is no margin built into the selling price to cover sales expense and overhead to run these service centers is fooling himself.

The article asks readers how they would like three years of free parts and labor included in the purchase price. Farm tractor buyers have been receiving 3-year or longer warranties on their tractors from major manufacturers for some time. You also ask about "courtesy tractors" being made available in case of breakdown. Most farm equipment dealers already do this, at least for tractors under warranty.

The manufacturer-dealer distribution system has worked well since the beginning of mass production of automobiles and farm equipment. Efforts to bypass that system have failed or only been an illusion to fool the consumer into believing he is buying wholesale. Dealers provide a valuable service to farm equipment buyers. They stock large parts inventories, hire and train skilled service technicians and provide product knowledge to help the consumer choose the equipment that best fits his needs. (Richard W. Strom, Corporate Secretary, Farm Equipment Association of Minnesota and

I made a simple tree waterer using a 6-ft. long piece of copper pipe that makes it easy to put water right down into the root zone where it will do the most good. I put a bend



in the upper end and fitted it with a female garden hose fitting. The bottom end of the pipe is crimped. With just a little bit of water pressure, the pipe will dig itself into the

(Continued on next page)



My wife and I grow flowers commercially. Our modified cultivator tractor is one of the handiest pieces of gardening equipment we own. It was originally a 1956 5 hp. rear tine Simplicity roto tiller with a 3-speed transmission and reverse. My dad, Edward Langman, made a cultivator for the tractor that hooks on where the tiller was. The tines came off an old field cultivator and they are completely adjustable and removable. The tractor was used this way for many years to work between rows of the vegetable garden.

When I started using it on a full-time basis, I exchanged the worn-out engine with a

new 8 hp. Briggs & Stratton motor. We installed an exhaust extension to carry the fumes up over my head, and made a sulky for it so I wouldn't have to walk. I loaded the tires with fluid and added wheel weights for extra traction and pulling power.

Thanks to a small blade I made for the tractor, we can work up to within 1 1/2 in. of plants without covering them.

In the future, I plan to make a lighter, more comfortable sulky and fit the tractor with a machine for picking flower heads. (David Langman, Davlin Acres, Rt. 2, Oro Station, Ontario L0L 2E0 ph 705 487-3633)