

ply a pair of triangular-shaped hooks built out of scrap steel rod. Both sides of the bottom are fitted with small hooks that slip under



the lip of the barrel. The triangular hooks are joined by a ring that allows me to lift 55-gal. barrels of oil with my tractor loader to set in my shop. (Fred Lewis, 12740 Ridge Hwy., Britton, Mich. 49229; ph 313 439-2164)

Thanks for featuring our "Quad Hitch, The Most Versatile Hitch On The Market," a year ago (Vol. 21, No. 1). Since then, we've received inquiries from farmers and dealers all



over the world. Several major manufacturers have also expressed interest in the hitch. We're hoping to sell the patent rights.

Meantime, I wanted to let FARM SHOW readers know about our newest version of the product, the Quad-Hitch II. It's equipped with



an automatic latch on bottom so the operator can hook and unhook implements from the tractor seat. No jack is needed and the design keeps the hitch stable.

Sells for \$619. (George Hund, Progressive Pioneer Farms, P.O. Box 750122, Topeka, Kan. 66675-0122; ph toll-free 888 456-4561).

When I started my 20-head wean-to-finish hog operation, I needed feeders. However, I decided I couldn't justify the cost of commercial stainless steel 400 to 500-lb. capacity feeders, which were going for \$300 to \$400 used, so I built two of my own for under \$15 per unit.

I used 3/8-in. thick plywood I had lying around and 2 by 4's I bought at our local lumber yard. The V-shaped feeders are 40 in. long by 24 in. wide with a 1 in. opening at the bottom for the feed to drop through. They hold 350 to 400 lbs. of feed apiece, the ideal size for my operation.

They may not last as long as stainless steel, but I can always build more and still come out far ahead of where I'd be with commercial feeders. (Ed Wozniak, 592 Snooks Corners Rd., Amsterdam, N.Y. 12010; ph 518 829-7327)

I added a tandem axle to my 1977 Ford F-100 pickup to increase load capacity by at least 1 ton. I built the axle out of 3 in. dia.

pipe and mounted it on brackets I welded to the leaf spring shackles. I fitted the axle with spindles, hubs and tires off the front end of another old Ford pickup. Unloaded, the tires



ride about 2 in. off the ground. When the pickup's loaded heavy, the wheels drop to the ground. Most of the parts for the project came out of my scrap iron pile. (Billy R. Hatfield, 3409 Hwy. 63, Speedwell, Tenn. 37870; ph 423 869-8311)

Thanks for featuring our quick hitch for Deere loaders in your recent Best of FARM SHOW issue. Unfortunately, the price listed was



wrong. The correct price is \$375.

It fits Deere model 145-146-148-158 loaders. It simply attaches to your loader with furnished pins. You just drive into the bucket pins, lift up and drive away. To unhitch, lift up two levers, set down and back away. The hitch is built stronger than your loader. We've built and sold these hitches for over 8 years and have never had one returned. (Jessee Machine Works, 1733 Nord Ave., Chico, Calif. 95926 ph 530 342-4379)

We lay a wood pallet next to a water hydrant in the yard for cleaning boots. This lets mud and manure fall through the slots. We put a long-handled brush on the hose to help take the heavy stuff off.

Another idea: We cut a hole in the machine shed wall and hung a truck mud flap over it. This lets the dog in and out.

Another one: We use a pair of 14-ft. wide truck tarps hung from the rafters in our shop to cut down on the area we need to heat. We use ropes to raise the tarps if we need to get tall equipment in or out of the shop area. (Eugene Alt, Audubon, Iowa)

I slipped a 4-ft. piece of truck tire inner tube over the unloader spout on my Gleaner R42 combine. It helps hit the center of the wagon since it hangs straight down, directing grain flow. It also lays over the spout when it rains so it makes the perfect cover.

The Gleaner throws grain over the rear end, especially on end rows. I'm looking for a tailgate that would stop this. If I can't find something I'm going to try to make one. I also have trouble on the side and lower end of the feeder chains. They leak like the devil, throwing grain out the crack under the blocks. I think tin filler plates would stop this. Anyone



I built a nifty fence-line digger to keep weeds from grounding out an electric fence around a pasture. It consists of a 10-in. long Deere tractor cultivator shank and a 12-in. dia. Deere disk hiller blade.

The disk hiller bolts to the cultivator shank as if they were made for each other, and the whole unit bolts onto a pipe frame mounted on the left side of the 8-ft. wide bucket on my Deere 3010. I can adjust the digger's position on the pipe so it rides as much as 8 in. out from the side of the bucket. The disk goes

in the ground at least 3 in. and the bottom fence wire is 20 in. off the ground so there's plenty of clearance. I can adjust the digger to throw more or less sod simply by changing the angle of the bucket. Also, the faster I travel the more sod I throw.

One caution: the unit must be bolted onto the bucket securely because digging exerts tremendous stress on it. Works like a charm and cost nothing to set up. (Wallace A. Johnson, 901 12th St. N, New Ulm, Minn. 56073 ph 507 354-1601)

had the same problem? (William C. Hester, 2955 Hwy 6, Waukee, Iowa 50263)

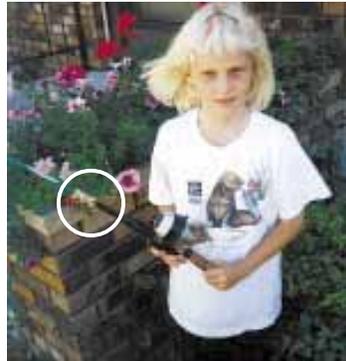
I tow a piece of railroad rail behind my field disk to break up clods and smooth the ground. I had to build a frame to support the rail behind the disk. The rail is suspended on two chains that can be adjusted for height. Raises and lowers with the disk. Works great.

I have a Deere 630 wide front tractor with a high lift loader for stacking hay. It's difficult to put on and off. I built a hoist out of heavy-walled 2-in. pipe that makes it easy. The loader hangs from the hoist until needed again. The A-frames can be taken down and moved in three pieces if necessary. (Joe. C. Drake, Encampment, Wyo.)

Here's a handy way to keep fish hooks and lines from tangling.

Drill a 1/4-in. dia. hole (or whatever size matches the fishing rod) through the center of a wine bottle cork. Then cut the cork in half lengthwise and, using a hose clamp or clamps, clamp the two halves to the base of the pole. To use, press the hook into the cork and tighten the line.

I've tried lots of other ways to keep lines from tangling, including several off-the-shelf products, and nothing works as well as this.



You can even carry five or six rods at the same time without fear of getting all the lines tangled. The only cost is about 25 cents per hose clamp.

Incidentally, that's my 10-year-old granddaughter, Ashley, in the photo. She inspired the idea. (Wallace A. Johnson, 901 12th St. N, New Ulm, Minn. 56073; ph 507 354-1601)

When my wife threatened several years ago to throw out my cap collection unless I found a place to hang them, I went to work designing and patenting "Calvin's Cap Rack".

It consists of a plastic pole with specially designed plastic clips which hold caps by the buttons on top. You simply use the natural



fold of the cap to cup back against front. Starting at the bottom of the pole, with bill toward you, snap buttons onto the clips.

The racks come in two sizes - 18 in. long for five caps and 36 in. long for 10 caps. They sell for \$2.75 and \$5.75, respectively, plus \$2.50 S&H. A pair of 18 in. racks sells for \$5.95. (Calvin Hilty, Calvin's Cap Racks, 19029 Rd. 168, Strathmore, Calif. 96237; ph 209 568-2039)

These vehicles and implements make life a lot easier around my ranch.

The first is a 1953 Jeep CJ-3 that I use to pull my 8 ft. field harrow and spike tooth harrow. I bought it for \$400 from a neighbor who intended to fix it up but never got around to it. It had been equipped with a V-6 engine out of



a Buick car and fitted with a roll bar for use as a "dune buggy". I reassembled the Jeep and installed a power steering unit and steering column out of an old GM car. It has all the power, speed and traction I need, and has even pulled tractors and trucks out of the mud.

Next is the chopped down chore car I built out of a 1981 4-WD Subaru station wagon with 200,000 miles on it. This particular vehicle is ideal for a project like this. A neighbor gave it to me because it wasn't road worthy