

# Reader Letters



The article on the gasoline-oxygen cutting torch in your last issue warrants some comment from one who has spent a lifetime in the trade. The idea is not new. Something similar was sold in Canada about 45 years ago but was taken off the market, supposedly for safety reasons.

One of the reasons for the popularity of oxy-acetylene cutting is the preheat flames have the highest temperature of any fuel gas. Because of this, they start the cut the most quickly. Besides starting a cut more quickly, the higher heat from oxy-acetylene allows it to be used for welding steel.

Other fuel gases, the most popular being propane, are being used for cutting. Because they burn at lower temperatures, neither gasoline nor propane can be used for welding, although they work well for brazing or soldering.

The manufacturers of acetylene torches say they use less oxygen than other fuels, but I can't see that.

When it comes to cutting, the fuel gas used should have no effect on the thickness of the material that can be cut. It only heats the iron to the temperature where it will burn in the presence of pure oxygen. The thickness that can be cut depends on the length of the jet of oxygen that is supplied by the equipment and cutting orifice in the tip. Heat from the burning of the iron supplies most of the heat once the cut is started. Fuel gas should have no effect on the life of a tip.

With respect to tip life, any tip can be quickly ruined by abuse. I get over a year of industrial use from my oxyacetylene tips. (John R. Kelly, 21073 Wye Road, Sherwood Park, Alberta, Canada T8G 1C7 ph 780 922-4924; email: johnrob@telusplanet.net)

I was offended by a "joke" in the editor's column of the last issue of FARM SHOW. I think it made fun of Amish people and portrayed them very poorly. (Jonas Yutzy, Norwood, Mo.)

**Editor's note: It was not our intention to offend anyone and we apologize to Jonas and anyone else who felt our attempt at humor was in poor taste.**

I read with interest your story about the young man in Canada with the custom hay grinding business. I ran a successful hay grinding business myself from the 1960's until a few years ago. I had four different tub grinders - three Haybusters and a Farmhand - and we mounted them on trucks and went from farm to farm. It was a good business and I sold out to another fellow who's still in operation. (Roy Hartman, Glendive, Mont.)

I use an old electric fry pan to keep water warm for cats during the winter. Works good. Just set the control on "warm" and it won't use much electricity. (Eldred Stocker, 301 Sunset Dr., Jordan, Minn. 55352)

There's an uncontrolled railway crossing near our place and if it's raining or snowing at night, you can't see the train on the tracks. The reflectors get so dirty on the sides of the rail cars you can't see them. We had three vehicle accidents at the intersection in recent years.

To improve chances of seeing the train, I put reflectors on the backs of the crossing signs. The reflectors can be seen from over 1/4 mile away. If the train is moving through, the reflector will flash back at you because of the open spaces between the cars.



The reflectors are 48 in. long and 4 in. wide, glued to 2 by 4's and nailed to the post.

Since I put up the reflectors there haven't been any other accidents. (Brian Dickinson, Box 36, Site 3, RR 2, Rocky Mountain House, Alberta T4T 2A2 Canada ph 403 845-5259)

I bought a used 10-ton anhydrous wagon gear. I ordered some new steel and had



a local shop make a round bale carrier that holds six 2,000-lb. bales. The bale-carrying crossbars hang from below the wagon's main center beam.

This was a relatively inexpensive, easy way to make a good hay hauler. (Don Kendall, 6502 N. 1900<sup>th</sup> St., West Union, Ill. 62477 ph 217 279-3547)

I made a short length of chain to fit my tractor drawbar. I made a small clevis



out of pieces of strap iron and attached it to a 1/2-in. chain link with a hook from a broken load binder. You can attach the pin without a wrench but the chain can't come loose as often happens with a log chain. Very handy. (Ross Cochran, Lucas, Iowa)

To keep my feet from getting sore while riding a 4-wheeler, I tie a light rope around the handle bar and down to the shift pedal. To shift, I just pull up on the rope. This allows me to keep working longer than I could otherwise. (Judy Clark, 1631 NE Ozark Dr., Lees Summit, Mo. 64086)

I am writing in response to a "Worst Buy" that you had in your last issue of FARM SHOW (Vol. 27, No. 5) regarding a "nightmare" Chevy Suburban. To set the record straight, I have driven Chevy cars and trucks for over 35 years. I'm a dairy farmer and in many cases we use our trucks in place of tractors. We've hauled 10-12 tons of corn silage, full hay wag-



Thanks for your article in the last issue on my collection of Allis Chalmers tractors and other equipment. I thought you might enjoy these additional photos of my AC #10 round baler, round bale loader, and my 1936 self-propelled AC combine, all of which we ran this summer at Wheat Harvest Days on my farm. (Marion Klutzke, 1928 N. 550 W, West Lafayette, Ind. 47906 ph 765 583-4512)



ons, and a number of heavy-duty trailers, without any trouble worth mentioning. We've trailered cattle and equipment from New York to Montana and all over the Midwest. I can't even add up the miles.

The fellows who owned that Surburban need to learn to match their tow vehicle with their trailer. To pull what they were pulling, they needed a Mack truck. (Dennis M. Carnahan, 4221 Conewango Road, Randolph, New York 14772)

I recently came up with a truck bed design that makes it possible to haul a load and pull a gooseneck trailer at the same time. I use mine to collect trash so the sides are made of wire mesh. The bed can still be used traditionally to haul just about anything. Depending on its use, the sides can also be made solid to haul grain or other farm material.



The twist on this product is that the cage is collapsible to allow access to the rear half of the bed, while still allowing the cage to be used. Within the rear half of the truck bed is a receiver that can be used to attach a gooseneck or kingpin hitch.



The truck bed is made of steel but could also be built of aluminum, as the customer desires. Additional modifications available include a hoist mounted under

the bed for unloading and toolboxes that can be mounted under the sliding cage.

I am currently looking for a manufacturing firm to mass-produce the truck bed and custom boxes. (Larry Nieman, P.O. Box 1057, Farmington, Arkansas 72730 ph 479 846-3607)



This wagon got my attention because of the unique wheels. Designed to look like an old horse-drawn wagon, the wheels are made from rotary hoe wheels with a band of steel around the outer teeth. (C.F. Marley, Nokomis, Ill.)

I have mowed road shoulders in my township for a number of years but there was always the problem of leaving grass clippings on the road. Then when the road grader would go over it, grass clippings would get mixed in, which in turn would weaken the top layer of gravel. So I mounted two rake wheels behind the



mower. As I mow, the tines throw the grass clippings back into the ditch to keep the road free of grass. (Arvid Swan, 1357 90<sup>th</sup> Ave., Hadley, Minn. 56151 ph 507 836-8244)