

They Drove Hogs, Not Cattle

By Rex Gogerty

Big cattle drives evoke romantic images of the Wild West. But have you ever seen a hog drive in an old Western? Probably not.

Hog drovers have gotten little attention from historians, novelists and movie producers. But some of their accomplishments were colorful and impressive.

For example, my grandfather and some of his neighbors once trailed 150 Hampshires 28 miles across open prairie. They corralled the herd in a cemetery overnight and covered frozen river ice with straw to provide a skid-free surface for the puzzled pigs.

Gramps said herding hogs through open country was a breeze compared with driving them through towns. Long before they reached the stockyards, hogs would often get spooked by city sounds and kids with slingshots. And ladies often terrified the pigs by waving their aprons to make sure the hogs

wouldn't foul their flower beds.

When I was a kid, my great uncle Berry used his own brand of pig psychology to drive hogs. He reassured the animals by talking as he trailed. Sometimes he whistled a tune or clacked two sticks together to hold their attention and keep them on course.

Uncle Berry had what it took to be a successful hog drover: patience. He never tried to hurry hogs, even when the weather was cold and blustery. Occasionally, he would slide a 5-gallon bucket over a sow's head to maneuver her in tight quarters. He said it was better to outsmart a hog than to outrun him. "Too much cussing and poking will get his head on the wrong end every time," he used to say.

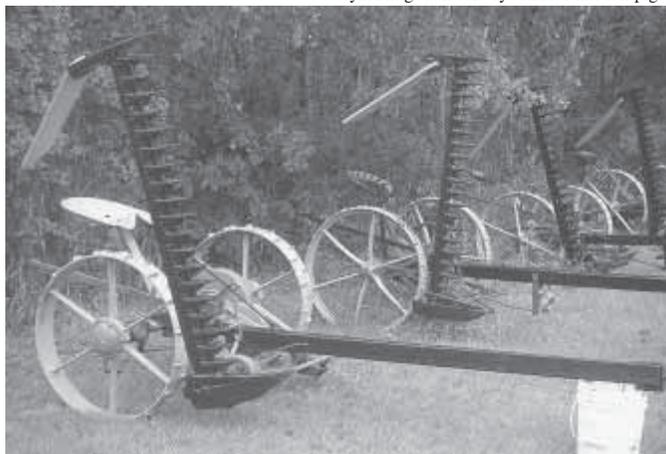
Driving hogs had hidden advantages, such as building muscles and saving energy. Feed yard hogs don't always behave like fair pigs,



Years ago, hog drives were a common sight. Rex Gogerty says his grandfather and some of his neighbors once trailed 150 Hampshire hogs 28 miles across open prairie.

so over-the-road drives were never uneventful. Even in our automated hog-handling era, I encourage farmer-friends to try a proven

system—open the gate, head 'em up, and move 'em out.



In the past year, Don Furtney has restored five mowers. He has also restored other old farm implements, including cultivators and walking plows.

He Puts A Shine On Old Equipment

There's no shortage of old horse drawn equipment going to rust around farmsteads all over North America. Drive down any country road, and you'll likely see some sitting back in a grove or along a fence line. Left where they are, they will eventually rot into the ground. But if you bring them in and clean them up, you can have a nifty lawn ornament or even a collector's item.

"A little work with a torch and some WD-40, and you usually can free up almost any gears or working parts," says Don Furtney, McNutt, Sask.

In the past year, he has restored five mowers. He has two McCormick Deering, one Cockshutt, a New Idea and one Deere. All the gears and wheels work, and all are for sale, he says.

"I washed them off with a pressure washer and after a little work with a wire brush, put on a couple of coats of paint," says Furtney. "I put new poles in all of them, but I haven't replaced the pitman or knives. All the gears work fine."

He had previously restored a 130-year-old Deere corn cultivator, several walking plows and other horse drawn equipment. One of the walking plows is an unusual International Harvester left hand plow. Along with a Deere right hand plow, it decorates the yard of his daughter's urban home.

"The cultivator is a two-horse model with steel single trees that pull direct on the gangs," explains Furtney. "It has pedals on it that move the shovel apparatus left or right if you kick them hard enough."

Some of the wheels on the axle were rusted tight, but Furtney's torch and oil treatment freed them up. The cultivator had been sitting outside for much of its estimated 100



"A little work with a torch and some WD-40, and you usually can free up almost any gears or working parts," says Furtney.

plus years.

Such equipment might have already found its way into museums in European countries, suggests John Harvey. Harvey is the originator of Classic Tractor Calendar, now entering its 15th year. On a recent tour of France, Germany, Switzerland and Austria with antique tractor enthusiasts, he noted the abundance of museums celebrating agriculture.

"It seemed like everywhere we stopped to see a collection of tractors, there would be a museum nearby, each better than the last," recalls Harvey. "Usually, they would start with early horse drawn equipment and then make the turn and come into the early 20th century and early tractors. Finally, they would end on the large equipment of today."

He noted the great interest of the enthusiasts in the horse drawn equipment as well as the early implements. "It tells the whole story," says Harvey. "With the calendar, we try to picture tractors with equipment from the same era."

The new 2005 Farm Tractor Classic has a 1959 630 Deere with a 227 mounted Deere

There are some 1,200 license plates in Fred Hammel's "license plate forest", which stands on a hillside above Hammel's convenience store/gas station.



License Plate "Forest"

Fred Hammel's "license plate forest" is made up of 1,200 plates representing every state and most Canadian provinces, as well as Mexico and Australia.

He and his wife, Jean, collected many of the plates while exploring North America in a motor home, their winter pastime. Others have been sent to them by fellow travelers.

The license plate that got Hammel started on this hobby was from his very first car, a 1957 Chevrolet that he bought in 1958.

Displayed on a hillside above Hammel's convenience store/gas station, the collection makes a popular point of interest for customers and passers by.

Hammel's forest consists of 14 and 16-ft. posts.

His inspiration to erect the forest came from a similar idea – the famous Sign Post Forest in Watson Lake, Yukon, where Alaskan Highway travelers stop to post "we-were-

here" messages.

Much of Hammel's enjoyment of license plate collecting comes from the variety of artwork and endless color combinations used to make each one unique.

"I think the most attractive one is from Alaska because of the bear on it," he says.

He also loves meeting new people on the road, often trading one of his many surplus West Virginia plates for something he doesn't yet have, and then adding it to the forest upon returning home. He and Jean actively seek out-of-the-way salvage yards in their travels, hoping for some exciting finds.

Hammel enjoys showing people around the forest, pointing out the highlights.

Contact: FARM SHOW Followup, Fred Hammel, R.D. 4, Box 379, Cameron, W. Va. 26033 (ph 304 845-0437; email: fjhmm56@aol.com).

corn picker. Another page has a 1940 Farmall H with a #8 Little Genius plow.

"We get great feedback from people on the tractors and implements," says Harvey. "It is a sign of the growing interest in equipment, not just tractors."

Contact: FARM SHOW Followup, Don

Furtney, Box 41, McNutt, Saskatchewan, Canada S0A 2K0 (ph 306 742-4500)

Contact: FARM SHOW Followup, John Harvey, Classic Tractor Fever, Box 437, Rockland, Del. 19732 (ph 302 478-5787 or 800 888-8979; website: www.classictractors.com).