

Reader Letters



The article in your last issue on my triple Farmall tractor hookup was fine – except that you used a photo of my friend Charlie Stewart's Triple Cub instead of my Triple A. Here's the photo that should have been used with the article. (**Buddy Woodson, Eagleville, Tenn.**)

For moving grain by air, I have found nothing to exceed the efficiency and performance of the now defunct Allis Chalmers silage blower. (**Henry Veldhuizen, Pella, Iowa**)

Back in the 1970's, my Dad bought an Otter dozer and mounted it on our Case 930 tractor. I'm sure there are older Otter blades out there that are still being used but mine has to be the most-used one ever. It still sees a lot of use. This was the best money we ever spent on farm machinery. (**John G. Ruff, Logan, Kan.**)



When I was a kid my dad traded a Farmall A for a 1947 Farmall H. I was 7 years old at the time but am now 78 and I still drive that tractor. We really got our money's worth with it. (**William Technik, Gonzales, Texas**)

To shell black walnuts, I use a pair of 8-in. curved jaw vise grips. The key is to have them set so they fit the nut tightly when closed. Then crack the nut, rotating it around in the jaws of the vise grips. Because the pliers can only close so far, you'll get a perfect crack without smashing the meat. And you'll get lots of large meats fast. An added benefit is that after a few days, you'll be able to give someone a handshake they won't soon forget. (**Larry Hilliard, Sandy, Oregon**)



For 34 years I've used my IH Cub tractor to power a 4-ft. wide snowblower I bought used from a local implement dealer. The snowblower is powered by a Wisconsin 2-cyl., electric start engine that mounts on the back of the tractor.

A long, 1 1/2-in. dia. pto shaft that rides on three pillow block bearings runs from the back of the tractor to the snowblower. The pto belt-drives a 14-in. pulley which gears the snowblower

down. Fortunately, the tractor's pto turns in the same direction as the snowblower. I made a clutch to put the snowblower in gear and then use the tractor's hydraulics - originally designed to raise or lower a belly-mounted row crop cultivator - to raise or lower the snowblower via lift chains on both sides of the snowblower.



I use the snowblower on my 150-ft. long sloped driveway, and it works great. The weight of the engine provides a lot of traction. We live in an area that gets a lot of snow - more than 8 ft. fell last winter - so my snowblower gets used a lot. It's built rugged and I wouldn't trade it for anything on the market. (**John Richards, 404 Lk Dalrymple Rd., RR 1, Sebright, Ontario Canada L0K 1W0 ph 705 833-1224; grannyrich39@yahoo.ca**)



I made this drawbar safety device in 1979 after my 2 1/2-year-old son was killed by a runaway hay bale wagon that broke loose from the tractor pulling it. It bolts onto the implement tongue and is held in place above the drawbar pin by a spring-loaded latch. After all these years it has never failed. (**L. Jay Gillis, P.O. Box 198, Beallsville, Penn. 15313 ph 412 997-2775**)

I'm concerned about the article in your last issue about converting a chopsaw blade into a bench grinder. I was alarmed by the idea, and even more alarmed when I saw no guard on the blade. Chopsaw cutting blades have to be replaced before they wear down to less than 8 in., or they can explode like a hand grenade, sending shrapnel everywhere.

I know, because there are holes in my shop wall caused by a grinding wheel that exploded, taking the guard out and showering me with shrapnel. Fortunately, I was wearing safety glasses. My advice is to throw worn-out chopsaw blades in the trash. (**Norm Bennett, Newport, Vt. ph 802 624-0720**)



While visiting an old friend I noticed a pair of men's suspenders laying on back of his favorite chair. I asked why they were there, and he said that's how he keeps the chair cover in place. He attaches the suspender's lower waist band clips to the top of the cover, and then clips the front waist suspenders to the area below the armrest. The cover stays in



I harvested wheat last summer with some of the machines in my large collection of Allis Chalmers All-Crop pull-type combines. I own every combine model made by the company, and more than 50 Allis Chalmers tractors and other machines.

The photo shows a 1938 Model 40 combine (40-in. cut) being pulled by a B tractor; a 1950 Model 60. (60-in. cut) pulled by a WD; and a 1960 Model 90 equipped with a 2-ft. extension pulled by a D-17 diesel. All 3 combines still do an excellent job.

Niemann's Antique Allis Chalmers Museum is listed in the attractions map covering the Rt. 66 corridor in Montgomery County, Ill. (**Jim Niemann, 2124 N. 8th Ave., Litchfield, Ill. 62056 ph 217 324-5574; 1jndniemann@wamusa.com**)

place and always look neat. (**David Simpler, Elkton, Md. ph 443 350-1199; davidsimpler@yahoo.com**)



This little trick will prevent a mess when putting the lid back on a paint can. The problem is that the groove on top of the can fills with paint, and when you pound down on the lid it splashes out. So I use a 6 or 8-penny nail to punch a few holes in the groove, which lets the paint drain back into the can. With no paint in the groove the lid will also form a better seal, which helps keep the paint from drying out. (**Larry Goodman, 3200 Welch Rd., Ionia, Mich. 48846 ph 616 755-1473; goodmanexcavating@yahoo.com**)



My Deere F725 mower had a birds nest in the engine that ignited and tumbled out the engine. Instead of junking the machine, I mounted an AC motor where the battery used to be. It drives the hydrostat system. I mounted a welder-generator on back that powers the AC motor so we can drive the tractor around. An old electric switch box mounts up front on the deck carrier along with toolboxes. Garden hose holders hold cables and extension cords and there's space inside the box to hold welding helmets and other stuff. Very handy. The photo shows my son checking it out. (**Bob Payne, Coldwater, Miss.**)



I made this nylon strap gauge so drivers know where to stop when filling their semi trucks as they load grain out of bins. The strap is marked with different spray-painted colors for different trucks. I zip-tied both ends of the strap to chunks of metal that hold the strap down. It can be quickly folded up to move somewhere else. Saves us a lot of time. (**Todd Martin, Wayne City, Ill.**)

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