



We began making big round bales 15 years ago and have tried several methods of hauling them. Some worked and some didn't. For example, we found that a trailer made from a bus frame was too heavy and cumbersome. One of the best ideas we've tried is attaching wood racks to standard wagon frames, ganging a pair of wagons together. They're not fancy but you can haul 8 bales on each wagon and carry one on the rear of the tractor. We lay heavy 4 by 6-in. beams across the frame and tie them in place with baler twine. I used to lag-bolt them but it's impossible to load and unload bales without occasionally hooking the crossbeams and twine's much easier to replace.

We also converted a tandem axle house trailer into a handy, easy-to-load bale wagon. We cut 6 ft. off the 30-ft. frame and moved the axles ahead to balance it. Cross pipes - 2 1/2-in. dia. and 8 ft. long - weld to the frame, which is low to the ground for easy loading. I pull the trailer with a pickup but have thought about putting jack stands under the front end so I can pick it up with a tractor drawbar. (David S. Brown, Rt. 1, Sherman, N.Y. 14781)

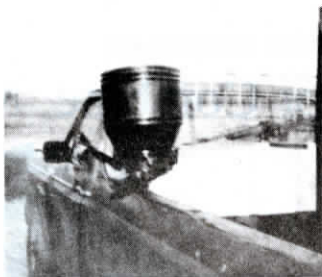


I put a "solar panel" in the doors of my machine shop that let a lot of light and warmth in when the sun shines. The opening to the building is 14 by 20 ft., covered by two 14 by 10-ft. doors. The solar panel is 14 by 10 ft., built out of 2 by 4's on 2-ft. centers and covered with clear poly. It's positioned just inside the doors on one side of the opening. I use the other side of the opening to get in and out of the building without disturbing the panel. I can close the door over the panel without moving it. (Gerald Otte, Wayne, Neb.)

Although there are a number of fence braces on the market, we feel none can compare to our new brace in terms of cost, ease of installation, and removal - it's reusable. Old-time bracing is slow and non-reusable



and often won't hold unless you install both a straight brace and an angle brace on corner. Wooden braces tend to rot off in the ground while floating angle braces are time-consuming to install. The brace in the photo was installed over 2 years ago after the post was pulled back with a come-along to a slight lean backwards. It attaches through a 3/4-in. dia. hole drilled in the post and is braced against a steel anchor that's driven into the ground. We used rebar material on these early models but commercial models use square tubing to cut down on shipping weight. The angle brace fits over a retainer knob on the brace in the ground, so it installs quick but can shift out of position. We sell them direct and we're looking for a distributor. (Dale Pocock, Box 749, Nipawin, Sask. SOE 1E0 Canada ph 306 862-9184)



This is an old John Deere planter box that I converted into a range cube feeder for cattle. It lets me feed them from the seat of my pickup by pulling on a rope. Keeps the cows from running over me. When I pull the rope, it swings the feeder out over the side of the pickup box and opens the spout. To close it, you just swing it back into the box. Holds 50 lbs. of cubes. (R.W. Cupps, HCR 78, Box 86, Santa Anna, Tex. 76878 ph 915 348-3025).



My son thought your readers might enjoy some of the projects I've built in my workshop. My muffler man and deer were made out of old auto mufflers. The deer have fan blades on their hind ends that spin in the wind. I also made a tractor mailbox using old steel machinery wheels, a hot water heater tank, a compressor unit from a deep freeze, and other miscellaneous parts. I've built 5 tractor mailboxes for neighbors and could have had orders for 25 more but suffered a stroke and was unable to work for some time. (Laurence B. Moeller, Rt. 1, Box 92, Creighton, Neb. 68729 ph 402 358-5429)

I have a suggestion for your Best & Worst Buys column. I am a 70-year-old retired farm equipment dealer. My father became a J.I. Case dealer in 1923 so I grew up and spent my entire life in the farm equipment business. It has been my experience that most rural people are honest and a pleasure to do business with. There are 3 or 4 percent who cause problems. I do not remember a time when the manufacturer did not back me up 100 percent to make everything right with my customers. If you want to be fair to everyone involved, you should get all the facts on each worst buy that you receive. I would suggest that you contact the dealer and the manufacturer. Then report their reply in the same space with the customer's worst buy letter. I do not doubt that there are lemons in all brands. One thing that I am certain of, however, is that 90 percent of the lemons are mounted on the operator's seat. (Howard Fassett, E. Springfield, N.Y.)

One of my "best buys" of all time is my Pearson "Speedweeder" from New Zealand that I read about in FARM SHOW in 1985 (Vol. 9, No. 5). After corresponding with the manufacturer about the machine, I bought one in March, 1988. My machine is a twin-row Speedweeder. It tows behind a small tractor and rides on two small transport wheels. The operator faces forward and manipulates the two weeding arms back and forth, in and around row crops. Each arm is fitted with a weeding disc that spins at variable speeds, depending on soil type. It does a terrific job hoeing between plants due to the circular motion of the round discs fitted with 1-in. "V" points, powered by a hydraulic motor. It weeds between plants in the row. (Raymond H. Halsey, Halsey Lane, Water Mill, N.Y. 11976)



We've come up with a new-style prefabricated drainage tile that does the job of expensive stone aggregate drainage with the ease of installation of plastic tile. It uses expanded plastic aggregate that's lightweight, eliminating the need for heavy equipment to transport stone. It consists of a conventional plastic drainpipe surrounded by 3 in. of expanded polystyrene aggregate, which varies in size from 3/4 to 2 1/2 in. in dia. Comes in 10-ft. sections that can be bent around corners. The plastic aggregate lets water through while restricting soil particles. No clogging occurs. Moisture retention and flow are equal to or better than stone. It's designed for drainage of farm fields, wetlands, golf courses, and can be used for septic drainage fields. (Michael Houck, EEE-ZZZ Lay Drain Co., P.O. Box 867, Pisgah Forest, N.C. 28768 ph 704 883-2130).

You can remove broken-off stud bolts by sharpening a drill bit in reverse. I just sharpen the opposite end of the bit so it'll drill in reverse (counter clockwise). Then all you do is drill a small hole in the end of the lug, put the newly sharpened bit in the drill, put the drill in reverse, and the stud comes right out, smooth and easy. I used to use any bit, running it in reverse, until I came across a bad bit and got this idea. It works great. I'm sure many other farmers have had trouble with various "easy out" gadgets on the market that don't work. (Raymond Zerry, Box 39, Mankota, Sask.)

One of the best farm shop ideas I've come up with is a turntable I made for cutting perfect circles with a cutting torch. I needed something to speed up making burners for



the waste oil stoves I build in my spare time. I welded a disc blade to a short length of 3/4-in. rod which turns inside a piece of 3/4-in. pipe. A piece of strap iron is welded to the side of the pipe so I can clamp it to a work table. A short spacer is placed on the turntable to raise the work up for cutting. I use blocks of wood to hold the torch in cutting position. (Kirk Deardorff, Box 164, Hale, Mo. 64643)



When moving hay or equipment with a loader tractor, the front-end can be damaged by swinging objects or from bumping into trucks or wagons. I made this shield out of 1/4-in. scrap sheet iron to protect the fuel tank on the front of my Deere 148 loader tractor. It bolts neatly to the frame. I painted it "John Deere green" and put a Deere decal on front. Looks like it came from the factory. It would fit several different Deere loaders and could be modified to fit other brands. (Don Ramsey, 103 Oak Forest Dr., Elm Mott, Tex. 76640)

Your last issue contained an article on a tine harrow adjuster that lets you set harrow teeth at an angle to allow trash to pass through. Our company is a distributor for Morris tine harrows. We've had a similar tooth adjustment for several years. These harrows are built heavier than most mounted harrows available from major manufacturers. They currently sell for \$294 and \$339 (Canadian) for 4 1/2 and 6-ft. sections complete with spring-loaded mounting arm. (Jim Harkness, President, Harco Ag Equipment, Hwy. 9, Harriston, Ontario NOG 1Z0 Canada ph 519 338-2923)

Thanks for running my letter last issue about "Luke's Link", my do-it-yourself kit that lets you rebuild expensive tie rods rather than replace them on Ford pickups, Broncos and vans. Unfortunately, our phone number changed shortly after I wrote the letter so it was printed wrong. The correct number is toll-free 800 962-4090. We heard from a lot of FARM SHOW readers anyway. Our kit lets you easily repair steering problems on Ford trucks for a fraction of the cost of new tie rods and drag links. (Johnnie Laucus, Luke's Link, P.O. Box 446, La Junta, Colo. 81050)

I have a suggestion for the farmer from Carroll, Iowa in your last issue who has an '86 Ford Ranger with a parking brake that throws dirt in his face when it's released. He should read the owner's manual. It'll tell him to step on the brake to relieve tension on the release lever before he pulls it. I have an '84 Ranger and the same thing happened to me until I read the manual.

I was interested to read farmers' complaints about the mileage they get with their pickups. I have a 1989 Mercury Sable that gets 22 to 24 mpg. In 1948, I bought a second hand '46 Ford flathead V-8 which was considered a big engine in those days. It got 22 to 24 mpg and burned anything that came out of the pump. Now I've got a car with several thousand dollars worth of electronic computers to put just the right amount of specially-formulated gas and air into the cylinders and I still get just 22 to 24 mpg. Not much progress made in 43 years. (Omar A. Stromme, Rt. 2, Box 118, Binford, N. Dak. 58416)