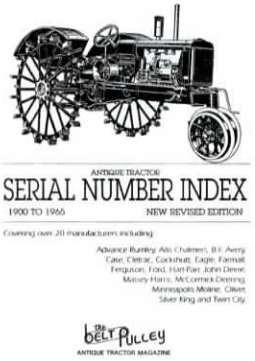
Reader Letters

FARM SHOW



We had such a tremendous response from your readers to the first edition of our "Antique Tractor Serial Number Book" that I wanted to let you know that we've just published a revised edition listing more than 600 different models from more than 20 companies (the first edition listed about 300 models). This 36-page book is something every tractor collector should own. The book lists models from the early 1900's right up into the late 1950's, and includes detailed information about where to find the serial numbers on tractors and how to read them. Then you can match the serial number up with the year the tractor was manufactured and get an idea of how early in the production run your particular tractor was produced. Sells for $7.95 (plus $1.25 shipping). Subscriptions to our antique farm machinery magazine, "The Belt Pulley", sell for $16. ***(Kurt Aumann, Editor, The Belt Pulley, P.O. Box 83, Nokomis, Ill. 62075 (ph 217 563-2612; fax 217 563-2111)***

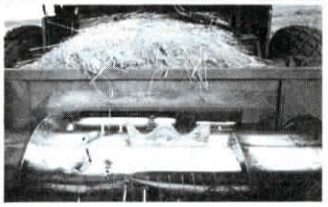
Our CIL 742 self-propelled swather has a 42-ft. flex head that consists of a center section and two wings with support wheels at the ends. To transport, you have to move both header support wheels to the left end of

the header, drop the header from the tractor unit, swivel the seat in the tractor unit, and hook up to the right end of the header. Transport speed in this configuration is just 12 mph and it takes much longer than the company's suggested 15 min. to make the conversion.

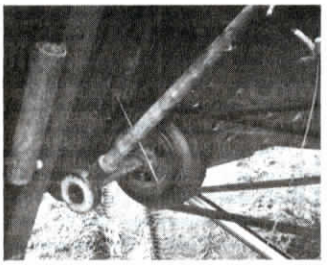
We modified a 45-ft. Doepker grain drill transport to carry the swather. Ramps and cradles were built to hold the drive wheels on the tractor unit and the header support wheels rest on the drill transport where the drill packer wheels used to rest. Extra support wheels were placed under the center of the drill transport to support the weight of the swather. Now we can load and unload the swather in less than 5 min. without detaching the header. We pull it on the highway with either a tractor or a semi truck. ***(Robert W. Allen, DVM, Box 2495, Prince Albert, Sask. S6V 7G3 Canada ph 306 764-1782)***

I've made a few modifications to my Deere pull-type combine that would probably work on other combines, too.

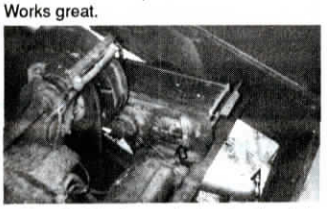
The first photo shows a piece of rubber belting I screwed to the feeder auger on the header in order to "sweep away" dirt that tended to build up on the platform, especially when harvesting short crops on wet



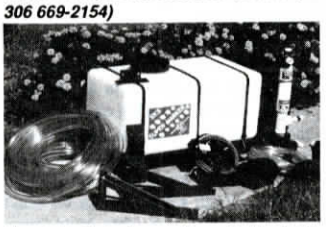
ground. If dirt builds up, it's difficult to get crop material to pass over. Now my platform is always kept clean. You can put as many pieces of belting on the auger as needed. It also helps move the crop into the feederhouse.



The second photo shows a large ratcheting wrench that I use to turn the feederhouse backwards when I get a plug-up in the header. I simply removed the shield (you can put it back on in operation) and filed down the end of the shaft so it's square and fits the wrench. Works great.



The third idea is a spring I put on the chain tightener on the tailings elevator (see arrow in photo). In the past, if a stone got caught in the chain, the elevator would stop. Now, the spring simply compresses, allowing the stone to pass over the sprocket and then fall harmlessly out of the chain. Since installing the springs, I haven't had a single problem with stones. ***(Ben Kambeitz, Box 93, Richmound, Sask. S0N 2E0 Canada ph 306 669-2154)***

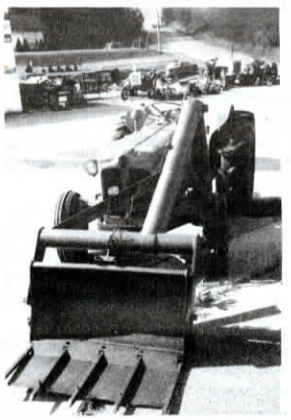


Thanks for featuring our Foam Marker in the 1994 issue of the Best of FARM SHOW. There was some misinformation, however, that we'd like to clear up.

We developed this foam marking system for use on our own line of field sprayers because we weren't happy with markers already on the market. We've kept ours very simple and trouble-free, without a lot of valves and rheostats. The secret of our marker is in the patented "foam tube" mixing chamber which lets us go as low as 4 gal. of water per hour, making operating costs of just 1 to 3 cents per acre. We make foam markers for anything from small turf sprayers to bigger self-propelled rigs.

If you've tried the rest, now try the best - ask the man who owns one! ***(Virgil Simpson, Simpson Farm Enterprises, Inc., Rt. 1, Box 41, Ransom, Kan. 67572 ph 913 731-2700; fax 913 731-2807).***

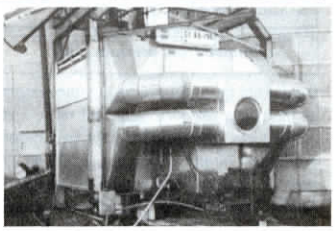
There are now two John Deere "A's" powered by V-8 diesel engines and both were converted by John Jones of Odon Machine, Odon, Indiana. I read the article about Jones in FARM SHOW a year ago (Vol. 16, No. 6) that described how he had replaced the 2-cyl. gas engine in his 1944 Deere "A" with an Oldsmobile 350 diesel. It caught my eye because I had just bought a 1950 "A" that had sat outside for many years. The engine was full of water and locked up. I had a 350 diesel engine from a 1979 pickup so, after reading about John's conversion, I contacted him and talked him into doing one for me. It turned out great as the photo shows. I'm on my tractor on the left and John's on his tractor on the right. ***(George R. Thomas, 5878 Hedley Rd., Radnor, Ohio 43066 ph 614 595-3385)***



Your readers may be interested in an unusual front-end loader I used on my Ford Dextra tractor for years. I call it "my one-armed bandit" because unlike most tractor loaders, it only has one arm. I bought the loader used about 20 years ago from an Allis-Chalmers dealer. I paid $150 for it. I don't know the brand, but I think it may have been manufactured in the 1950's. I've seen one or two others like it. I used it for 7 or 8 years mainly to load manure. The 10-in. dia. arm is hinged in the middle and is raised or lowered by one big hydraulic cylinder. A lever manually trips the bucket. ***(Ron Sands, Rt. 1, Sydenham, Ontario, Canada ph 613 372-3647)***

I use electric wrapping tape to smooth out any sharp edges on machinery where I could get cut. For example, I use it on my combine's soybean head where a nut with a cotter key through it is mounted on the end of the main drive shaft. Four wraps of tape cover the cotter key so I can't get cut. ***(George Runke, 59588 110 St., Cosmos, Minn. 56228)***

My home-built 'wrap-around' grain dryer heat exchanger was featured in FARM SHOW 7 years ago (Vol. 11, No. 4). Back then I made the heat exchanger for my Farm Fans AB12 grain dryer. Since then I've redesigned it for my Fan Fans CF/AB 190 dryer and it's currently a semi-finalist in Farm Bureau's national Inventions Contest. The heat exchanger is designed to reduce drying costs by saving energy. Last fall my per bushel drying cost was 12.2 cents (propane only) compared to 20 to 25 cents per bushel for other farmers in my county. Average moisture content of corn in our county was 33%.



The heat exchanger consists of 144 aluminum pipes running horizontally the length of the dryer, 72 on each side. The 4-in. dia. pipes are shrouded by a sheet metal housing and lead to a pair of round ducts that are connected to the burner fan in front of the dryer. Fresh air is sucked in through the pipes, which protrude from the end opposite the dryer's fan, while hot, moist exhaust air from the dryer circulates around the outside of the fresh air pipes. Heat is transferred to the ambient air flowing through the pipes as it makes its way to the burner fan. The burner fan heats this preheated air up to 200 degrees, then forces it back through the grain around the outside of the tubes and out into the atmosphere through a 9-in. wide opening that runs along the full length of the dryer at the top. A sheet metal housing encloses the entire fan and burner assembly.

The key benefit is that it uses the warm, moist air that normally escapes into the atmosphere to preheat fresh air inside the pipes before the air enters the burner fan. Most commercial heat exchangers recycle air that comes out of the dryer, which is more moist and therefore reduces grain drying capacity.

My heat exchanger would work on new or existing grain dryers. I plan to manufacture it. (Ken Studer, 7633 ***Auburn Center Rd., Tiro, Ohio 44887 ph 419 347-6718)***

I repowered my 1953 Dodge pickup with a used Perkins 4.203 45 hp diesel engine and David Brown 4-speed transmission that I bought in England. Now my pickup is as dependable as a tractor. It sounds like one too, although I replaced the worn-out exhaust system with a new stock muffler system.

I wore out two gas engines on the pickup before I decided that I wanted a diesel. Old pickups like mine have very deep and narrow engine compartments that work perfect with a diesel. However, I couldn't find an affordable diesel engine made in the U.S. that was small enough to fit my pickup so I made a trip to England. England makes